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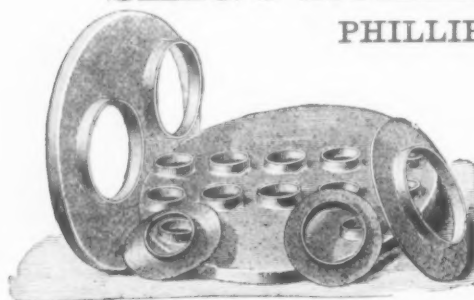
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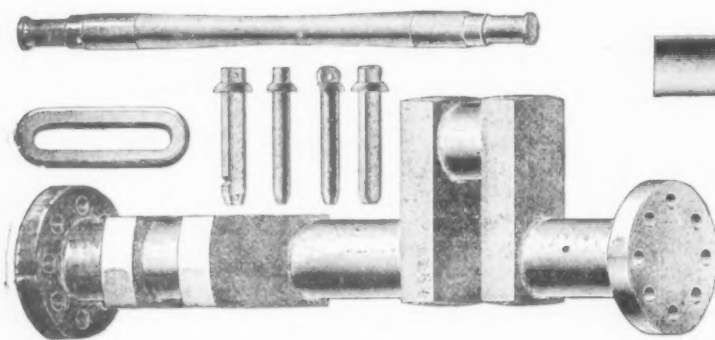
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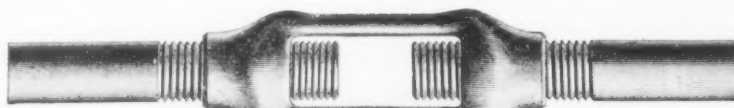
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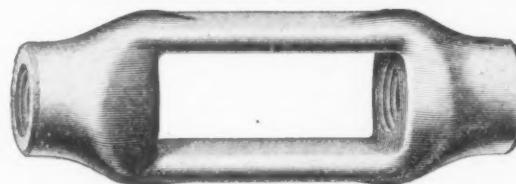
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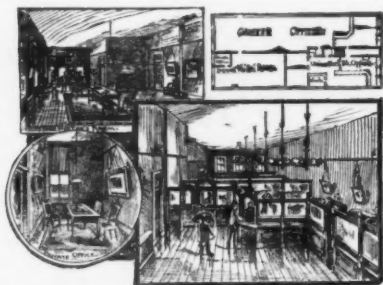


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U.S. GEOLOGICAL SURVEY
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THE NORTHWEST

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VOL. VI.—No. 6.

ST. PAUL AND MINNEAPOLIS, JUNE, 1888.

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A GENUINE HEATHEN.

BY FRED H. ADAMS.

It was in '66 and our party arrived at the lake called Minnewaukan, after a hard trip from civilization of two weeks. Game had been abundant, and in addition to deer and ducks, Miss Broadwinter, the only lady of the expedition, daughter of the General in command of the party, had been kind to me. We had enjoyed a most romantic flirtation. The belle of five seasons had found my attentions better than the attentions of nobody, and had accepted them as coyly as a maid of sixteen. Fresh from the war, with young epaulets sprouting on my shoulders, my modesty and diffidence did not detract from the enjoyment of the occasion. The General was apparently deaf and dumb and blind. Altogether it was a very pretty comedy with no one so violently interested as to turn it into melodrama. The expedition was for the purpose of making a treaty with the Indians, and the old gentleman was doubtless so engrossed with the idea of crowning his life's work by an advantageous dicker that he was oblivious to all else. I then thought his daughter was preparing for the role of heroine in the coming Washington season, and was simply practicing her arts on me by way of diversion. She had been an old flame of my friend Jim Torrance in the year before the war. She was then very young, very beautiful, and very ambitious. Jim was a young, penniless graduate, and no match for the artful beauty. At the close of the season he had dropped out of my life and the life of all his friends as if the earth had opened up and swallowed him. She spoke of him with a sigh, as "poor, dear Jim," and it was evident that he had been one of her youthful victims, for a thousand scalps now hung at her belt—congressmen, judges, clerks, foreign counts, business men, dudes and adventurers. She was still beautiful at twenty-three. Her eyes were as blue as an Italian sky, a complexion like a baby, and a gleam of gold in her blonde hair. The only draw-back to her beauty was the almost masculine decision and firmness of her chin. Red lipped and laughing, when her face was in repose she looked like a general in petticoats. She was dangerous—if you did not understand her. She could ride, drive, shoot,

play poker, and waltz like a major of dragoons, and her voice when she sang to the accompaniment of her guitar was a suggestion of a band of rosy angels—and yet she had no voice—her music master had told her so. She quarrelled with the General, who knew all about whist, because of a trifling error; but with me as partner, who knew nothing of the game, she smiled when I placed my ace on her king, and timidly inquired what she should lead from, about the propriety of leading back, and all that. With her relations she was a strong, resolute woman; with her lovers she was as a timid little bundle of pink flesh.

The tents were pitched in a glade fronting the broad stretch of lake, the soldiers were at mass, the

General was sleeping, the braves and squaws with their gorgeous trappings were pouring around the encampment when, delighted with its beautiful country, I went for a stroll about the lake. Glorious lake!—after the wide prairies. Great purple hills, and deep blue water—trees, and flowers, and pebbly beaches pounded by a surf like the ocean. Every hill had its gorgeously blanketed Indian, who, like a wild bird stood aloof until accustomed to the soldiers. Every valley had its herd of ponies. With the additional spice of a sudden blood thirsty uprising of the noble red man the mutiny promised to be a very picturesque summer picnic. A thousand yards from the encampment on the lake shore I came to a log house with a tepee pitched beside it. It had a general appearance of frontier civilization. A squaw was busy boiling the pot in the open air while a pair of picaninies, in breech clouts, played hide and seek about it. A man in buckskin was at work repairing a canoe, hauled up in the beach. He was a splendid specimen of physical manhood, and evidently young, although his heavy beard rendered it difficult to tell his age. His buckskins fitted him. His slouched hat had a jaunty grace about it. As I approached he reached for his rifle, while the squaw and papooses flew to the shanty, and peered furtively out.

"Well?"

"I belong to the party yonder—didn't expect to see a white man here."

"Humph! If you had come a week later you wouldn't have been disappointed."

"Going away?"

"I suppose you have brought whiskey and beads and calico and bibles to civilize us with haven't you?"

"I do not think that there is any whisky in camp, and a little calico and religion won't hurt you, Mr. Indian."

The gentleman in buckskin grinned at this remark, showing a very white and even set of teeth, and growled:

"Where do you come from, anyhow?"

I come sir from the city of magnificent distances."

"Is your war over?"

"All over."

"Did you know a chap named Torrance in Washington?"

"Jim Torrance?"

"It might have been. (With a jerk of his thumb towards the log house). That is his squaw. Those are his kids,"



A GENUINE HEATHEN.—"IF I SHOW YOU MY WIFE AND CHILDREN YOU WILL BE CONVINCED THAT YOU ARE MISTAKEN."

"It can't be the Torrance I mean; where is your Torrance?"

"Well, and come to think of it, his name was Jim;—a tall, slender, delicate boy with a little black mustache, and mighty pleasant to talk to. Came from some college—Yale I reckon."

"Great Caesar! Did poor Jim come to this. Where did he die—when?"

"Humph! He died at Leaf Lake in 1860."

"Was he killed?"

"Yes, civilization killed him. He was then translated into Whoah-be-nesta—that's Chippewa—means Whoahbe's son-in-law. (Pause) Billy, old boy, how are you anyhow? Shake!"

"Jim Torrance, as I am alive! Well! Well! We thought you were killed in the war, Jimmy. Good Lord, boy! This is horrible!"

"How horrible, Billy?"

"Why—why—to think that a fellow of your cloth should be living with a tribe of Indians, and married to a —"

"Squaw, eh?"

"And these are your children?"

"No doubt of it, William, she isn't any society lady. She is Smithanwesson, daughter of Whoahbe. I gave the chief a revolver for her. I had three men with me on a hunting trip at Leaf Lake. One night father-in-law killed them all. The girl who was very prominent in Chippewa society took a fancy to me, Pocahontas style, and saved my life. Unlike Capt. John Smith I married her. They are nice people. No wine suppers, no flirtations, no civil wars. I am the second chief in the nation and a man to be envied, Billy. Nothing horrible about it. Hi there, little Sevenup! Come here, Ralph Waldo Emerson Whoahbenesta!"

Here the little half-breeds gathered at their father's knee, and eyed me with an open mouthed amazement that was not all Indian.

"Can you boys speak English," I inquired.

"Yes, I teach them English, Smithanwesson teaches them Chippewa, while Peter Grant, the half-breed, teaches them the French patois. They are quite accomplished—my boys," was Jim's reply.

"Well, Jim, you always did like fishing and hunting."

"Yes, and honest people. My wife's people are a little revengeful, but then they are grateful; they are occasionally bloodthirsty, but again they are kind-hearted and hospitable; they are lazy but their wants are few and their activity is not mischievous. They neither lie, steal nor slander their neighbors like the whites."

"What do you do all the year around? Never a book to read nor a person to talk to."

"In the winter we are in the timber with the elk, the bear and the deer. In the summer we are on the great plains after the buffalo and antelope. Read! There is a volume opened before you, and these people have taught me to read it—a volume over which your eyes grow strong and your face brown and your heart light. Sometimes we are at war. The hair in my leggings is Blackfoot hair—I took it. I have kept the tribe at peace generally but sometimes it is impossible."

"If you wanted war you might have stayed and have helped subdue the rebellion."

"Oh, that was one reason I came away. I couldn't fight old Virginny—I was born and raised there, you know—neither could I fight against the old flag. I was not ready to die for the nigger, neither did I care to keep him in slavery. War, you know, is time and trouble and I came out among the beasts and aborigines and it suits me, Billy."

"By the way, Jim, do you remember Bertie Broadwint, that stunning Washington girl?"

A deep flush mounted to Torrance's forehead.

"I—I—remember the name. She was a blonde with red hair wasn't she?"

"A red haired blonde! If the belle of five seasons should hear of that remark she would be wild with rage. There is a tint of red gold in her hair. How

was it, Jim? Were you not a little lost in that direction at one time?"

Torrance showed his white teeth in a ghost of a smile, and waved his hand toward the tepee: "There is a woman worth a hundred of her. She is neither accomplished in music nor lying, her skin is black but her heart is the heart of a good woman. She is respectable; your Washington girl was disreputable. I believe I did make a fool of myself about that white, fluffy thing. Did she tell you that I proposed to her?"

"Never."

"Are you intimate with her?"

"Quite."

"The devil you say! I thought it would be known to all the fellows the next morning. She refused me, and, I swear Billy, she admitted that she loved me. Nice people back East. Lets go to supper."

The floor of the lodge was hard, clean swept clay, nearly concealed by bear skins. Trophies of the chase adorned the log walls. Two rude chairs and a table constituted the furniture. The supper was good enough, and well enough served, for any hungry soldier or hunter. The woman waited on us. She was young, fairly good looking and very neat. After supper Jim and I talked for an hour and I started to return to camp pondering over the curious situation. A thought occurred to me. I went back and asked Jim if he had ever written to anybody in Washington. He said "but once" when he had written to an attorney named Bland in relation to some Indian matters. Bland was an old friend to Jim, and in the letter he had enjoined him to secrecy concerning his whereabouts. Had Miss Broadwint learned of Jim's place of living and did this account for her erratic trip? I determined to find out in the morning. In the morning she appeared as fresh as a rosebud with the dew on its petals. The first question she asked was as to whether anybody but Indians lived on the lake. I told her there was a half-breed named Le Boif, a descendant of an old French voyager who lived on the lake, and I proposed to her a morning fishing excursion with Le Boif, alias Jim Torrance as guide. The Indian pow-wow was to take place in the afternoon. On the way to Jim's camp I ascertained that Bland was her cousin, and my suspicions as to the object of her trip had become to me a certainty. To preserve her complexion the lady's face was heavily coated with magnesia. Jim failed to recognize her, and readily agreed to take her out on the bar while I fished from shore. She was impressed with Torrance's powerful and picturesque figure and was delighted as a child at the prospect of a voyage in the frail birchen structure. As they went out into the lake the morning sun fell full on the swarthy face of Jim as he paddled, and the pretty girl in his bow was evidently puzzled by some faint resemblance in him to the delicate society dude of seven years before. They passed into the mist that hung low on the lake, and I heard the splash of the stone anchor as they reached the bar. I could not see him but every word came back to me through Nature's telephone. He asked her in the Canadian patois if she would fish. I heard the flapping of some huge pike as he was released from the hook and fell in the bottom of the canoe. A long pause. "Mr. Torrance—Jim don't you recognize me." "My God!" from him and then some more bastard French, in which he told her to sit still or she would swamp the boat. A nice place for lovers to meet after an absence of seven years. A kiss meant a cold bath. They did not need a chaperone. She spoke of the night years ago when at a ball in the Cumberland they had parted. She had expected to see him again the next day, and be a sister to him as before. He stuck to his French. He said she was mistaken—that seven years was a long time to remember such a little thing. That he was an Indian, nothing more.

She replied that he was cruel to keep up his disguise, that if her eyes had not told her it was he, her heart would have recognized him.

He laughed sardonically and, still in French, said the heart was a very unreliable guide—that it was always changing and shifting—that with proper com-

mand of the organ it might be made to reflect, like a looking glass, anything the owner wished. He said that the people of the lake were very simple people and not used to the ways of the whites. That it was cruel of her to trifle with his simple nature, for he might believe her serious. She laughed uneasily, she said he deserved to be cut by all his acquaintances for leaving them so abruptly and remaining away. That he ought to have his ears boxed for masquerading before her as an ignorant half-breed. He continued his sardonic banter, and then she broke down and cried—the belle of five seasons.

They pulled silently into shore. He helped her out of the canoe, and said in a low tone, "If I show you my wife and my children you will be convinced that you are mistaken." She replied in the same low tone, "Yes." We went into the lodge. The chief's daughter gathered her children to her, suspicious, jealous, alert and defiant. She looked positively handsome while the pretty Washington girl on whose cheeks the tears had traced heavy lines through the magnesia appeared at a decided disadvantage.

"Come here, Sevenup! Come here, Emerson!"

The little fellows came to his knee.

"Whose boys are you?"

A quick, eloquent gesture without words told the tale.

"Where is your mother?"

Another quick gesture toward the oriental statue at the door.

"Say your catechism!"

Two little voices piped: "Me no lie, me no steal, me no beg, me no fight if can help then me fight hard."

"That is right, my sons. That is good doctrine but it unfits you for civilized society. Now go back to your mother."

Without a symptom of further recognition Miss Broadwint thanked Jim for his kindness in taking her to the bar and showing her his boys, and we returned to camp with our string of fish. Three days later the treaty was concluded. When I bade Jim good-bye he said, "Mark my word, Billy, there is something more in Bertie Broadwint's trip than you think. True love existing after seven years of separation is a rare bird."

Jim is now in Montana with flocks and herds galore, and his ranch is Indian headquarters. A relative has died and left him a large fortune. Whether the lady with the gleam of gold in her hair had heard of the legacy I have never discovered.

TOO LATE.

The poet paused and listless dropped his pen.

"I'll think no more," he said. "The world is old.

Tis filled with thought and weary-minded men

Have gleaned enough from all that time has told.

I'll write no more; all themes are overwrought

And only wrinkles deck the pale sad brow of Thought.

"Why store the brain, to stoop beneath the weight

Of never-sated reason's cumbrous load?

Only to know the fixedness of fate—

To bear the pain and still apply the goad?

And then, when all the lease of life is spent,

But be more gray than wise, more feeble than content!

"Why should we reck of days or years or ages?

Why note the mysteries each moment brings?

Why heed the hoarded wisdom of dead sages?

Why pore o'er histories of fools or kings?

Away with all the past! all ghosts of time—

And all the grinning skeletons in prose or rhyme.

"I'll rest me here. The soul most yearns for rest;

The vacant mind is fetterless and free.

All things that live, save man, live to attest

Unalterable nature's stern decree.

Then blest the boor, who lives and dies serene,

Careless and dull, nor thinks what is, what might have

been!"

Too late, too late! The craft once cast adrift

Upon the shoreless sea must restless float;

All points converge and useless every shift

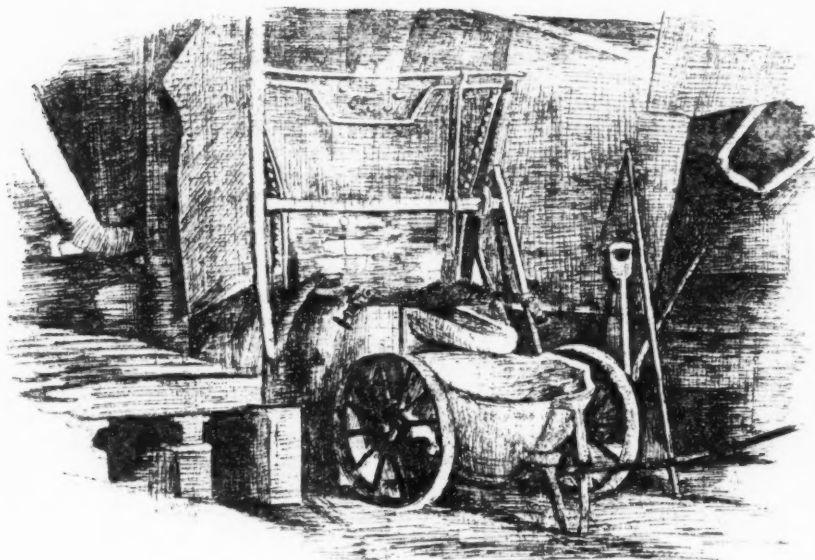
To the blind pilot in each fated boat.

Then spread all sail! catch every wind that blows,

Sail, bravely sail, and sink, and then, who knows, who

knows?

—Charles L. Page in *Overland Monthly*.



MOUTH OF A SMELTING FURNACE.—[Pen etching by M. U. Whitlock.]

SMELTING SILVER ORE IN MONTANA.

The burning metal, issuing from the mouth of a smelting furnace, lights up a vivid picture. The figures of the men, who have by vigorous blows with an iron bar, made an opening through which the charge runs out into a slag-pot placed to receive it, stand out strongly against the dark background. The bars of bullion, too, look "worth their weight in gold" to one who has hitherto been acquainted with silver in nothing larger than a dollar.

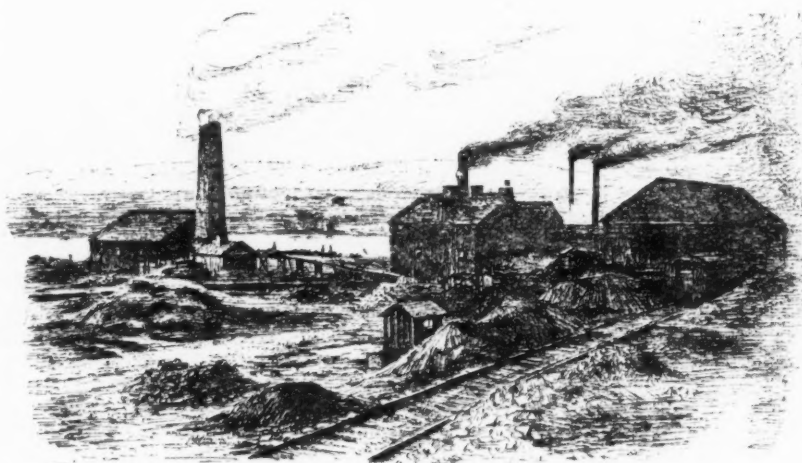
The ore treated at the Toston Smelting Works carries gold, silver and lead, to separate which metals from their earthly matrix is the object of the smelting process. An inspection of the different operations employed, through which what appears to be a dull reddish earth, passes, before it leaves the works, into the shape of bright metallic bars, is extremely interesting.

The ore arrives at Toston both by rail and wagon and as soon as unloaded is weighed in order to arrive at the gross amount to be paid for.

A hand sample, consisting of a few pounds, is then taken from different parts of the pile, and carefully dried in the laboratory, in order to arrive at the percentage of moisture contained therein. The first weight, less the weight of water found, gives the net weight, which is the basis upon which settlements are made. The miner from whom the ore had been directly purchased stood near me on the occasion of my visit, and we watched the operation of sampling his ore. This is done by shoveling the ore out of the cars or wagons into wheel-barrows, setting aside every fifth or tenth shovelfull as the case may be, which is supposed to represent a tenth or a fifth part of the ore in question, of the same average value as the whole amount. The ore set aside was carefully piled into the form of a cone, each shovelfull being thrown on top so that it rolled down evenly on all sides. This pile, when not too large, is spread out into a round, flat cake, through which two lines are drawn at right angles to each other, forming four equal parts, two of which, opposite each other, are carefully shoveled out and put into another cone. This operation is repeated until the whole sample is reduced to fifty or a hundred pounds. The sample thus obtained we saw taken to the assay

office for further manipulation. When the ore is in large pieces it is passed through a rock-breaker preceding the sampling, the idea being to reduce the lumps to a size from which a fair average sample can be obtained.

In the assay office, to which we next turned, the samples are further reduced in size by pulverizing



SMELTING WORKS AT TOSTON, MONTANA.—[Pen etching by M. U. Whitlock.]

the lumps, the process being similar in principle to that of the operation on the sampling floor; the final result being that the whole becomes a mass of pulp, usually not exceeding five or six pounds in weight, which will pass through a sieve containing forty meshes to the linear inch. This sample is first dried over a water bath, and then put into half a dozen

wide-mouthed glass bottles, securely corked and sealed.

The vendor of the ore, having watched the operation throughout, being satisfied that these bottles contained a pulp which represented the average value of the ore he had delivered, selected one or two to have assayed in order to ascertain the amount of silver gold, etc., contained in his ore. A portion of this pulp is also assayed by the smelting company. If the results are identical, or nearly so, a settlement is made on the basis of these assays, but should there be a discrepancy, some of the remaining bottles are referred to third parties, or it is inferred that the operation of sampling has not given correct results, and the whole process is repeated.

From the sampling floor the ore is piled in heaps or bins, readily accessible when wanted. We saw it divided into two classes, that requiring preparation before going to the blast furnace, and that which can be treated direct. This preparatory treatment consists in driving off the sulphur or other contents which may be expelled by heat and an oxidizing roasting combined. Two methods are practiced. Heap roasting, where the lump ore is piled into mounds about fourteen feet broad, thirty feet long, and four feet high, with sufficient wood underneath to furnish heat for combustion. These, when fired and left to themselves, burn for several weeks, emitting dense, sulphurous flames, their contents being gradually transformed into a product which admits of roasting in the blast furnace. The sulphur, arsenic, antimony and moisture being expelled, and oxygen from the air being taken up in their place, that portion of the ore which is too fine to admit of heap roasting is sent to the calciners. These consist of long, low, arched

reverberatory furnaces. The ore is put in at a point farthest away from the fire place, towards which it is gradually shoved by workmen, through a number of apertures, undergoing a similar chemical change to that described in the case of roast heaps, although here the operation requires hardly more than the same number of hours that it did weeks in the former. This product is then mixed in the requisite proportions with those ores which admit of smelting without a preparatory treatment, and sent to the blast furnace.

Leaving the calciners we next visited the blast furnace. It is a rectangular shaft of masonry, twenty feet high, surmounted by a sheet iron cap and funnel to carry off the

fumes. At the bottom the shaft is drawn somewhat together, and a portion of the brick work replaced by hollow iron castings in which water circulates. Through apertures in these, air is forced into the furnace by a rotary blower. Ore, fuel and fluxes are thrown into the upper part of the shaft, and lead bullion, matte and slag are tapped off from the bottom part. The



BREAKING "SLAG."—[Pen etching by M. U. Whitlock.]

lead bullion is run into oblong molds, (as shown at the side of furnace in drawing), each mold holding about 100 pounds. This bullion contains the greater part of the gold, silver, and lead, although a portion is retained in the matte and slag.

The bullion bars, as soon as cool enough for handling are sampled by chipping out a small piece from the lower and upper sides of each bar. These pieces are sent to the Assay Office, where they are assayed and the value of the bullion determined. The bars themselves are loaded into cars and shipped to the Eastern refiners. The matte and slag are tapped from the furnace into conical shaped pots on wheels and taken out into the yard to cool. When cold enough to handle, the matte, which being heavier, has separated itself from the slag, and collected in the bottom of the pot, is broken off, and roasted as already described. The slag, on the other hand, which contains little of value, is thrown away.

M. U. WHITLOCK.

THE MONTANA DIAMOND.

The presence of Ed. Mason in town revives talk of the only Simon-pure diamond ever found in Montana. Ed was a placer miner in Ophir Gulch, (which is north of the Northern Pacific and about half way between Garrison and Elliston,) at the time it was found. A Chinaman who was working for him found the diamond in the boxes and brought it to Ed and asked him what it was. Ed thought it rather a pretty stone and put it in his pocket. He carried it loose in his pocket for several years along with his keys, knife and other odds and ends, not knowing what it was. Finally he was paying for some repairs on his watch at Reeves' at Helena, and pulled the diamond out with some money that was loose in his pocket. Reeves saw what it was and tried to buy it, offering \$300. There was a good deal of excitement in Helena for a few days and talk of a diamond stampede, but it finally blew over. This was four or five years ago.

The portion of the diamond's history that has not been published was learned from Mr. Mason to-day. He took the diamond with him to New York and went to an expert to have him examine it and tell him if it really was a diamond. He carried letters of introduction. The expert looked at it and said:

"A very pretty specimen."

Ed thought that meant that it was not a diamond, and, after hesitating for some time finally asked:

"But, what do you call it?"

"A diamond, of course," was the reply.

The expert tried to buy it of him, and at last offered him \$600 for it; but Ed wouldn't sell. The diamond man inquired as to the character of the country where it was found, and pronounced the formation all right for diamond mines. His parting remark to Mason was: "You have got the finest diamond of its size in the world."

It weighs three and one-fourth carats, and is still in the rough. Mason expects to open a big diamond mine in Ophir some of these days.—*Butte Inter-Mountain*.

OUT OF DEFEAT.

Out of defeat, I shall bring victory yet,
And joy and peace from pain and sad regret;
A purpose strengthened from a hope denied,
And boundless trust from faith so sorely tried.

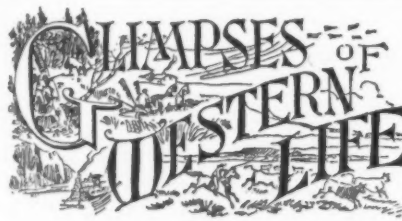
The thankless toil shall harvest golden grain,
And flowers bloom where fell the bitter rain;
The wail must usher song of triumph in,
And peace, succeed the battle's noise and din.

"Continual droppings wear away a stone,"
Continuous hammering sends the iron home;
And earnest wrestling with grim circumstance
Must end at length in evident advance.

Out of defeat I shall wring victory yet,
Out of long waiting a heart more fully set.
Humility, will spring from wounded pride,
And love to God, from self-love crucified.

EDITH B. BODLEY.

Portland, Or., April, 1888.



Theodore Roosevelt on Cowboys.

They are smaller and less muscular than the wielder of ax and pick, but are as hardy and self-reliant as any man that ever breathed—with bronzed set faces, and keen eyes that look all the world straight in the face without flinching as they flash out from under the broad brimmed hats. Peril and hardship and years of hard toil, broken by weeks of brutal dissipation, draw haggard lines across their eager faces but never dim their reckless eyes nor break their bearing or defiant self-confidence. They do not work out of the saddle, partly because their chaperejos, or leather overalls, hamper them when on the ground; but their appearance is striking for all that and picturesque too, with their jingling spurs, the big revolvers stuck in their belts, and bright silk handkerchiefs knotted loosely around their necks over the open collar of the flannel shirt. When drunk on the villainous whiskey of the frontier towns they cut mad antics, riding their horses into saloons, firing their pistols right and left, from boisterous lightheartedness rather than from any viciousness, and indulging too often in deadly shooting affrays, brought on either by the accidental contact of the moment or on account of some long standing grudge, or because of bad blood between two ranches or localities; but except while on such sprees they are quiet, rather self-contained men, perfectly frank and simple, and on their own ground treat a stranger with the most wholesouled hospitality, doing all in their power for him and scorning to take any reward in return.—*Century*.

Only Biding their Time.

While we were camped on the edge of a little Nebraska town a man came over and sat down on the wagon-tongue and began to praise up the place, mentioning among other improvements a new steeple that was going up on a church near at hand.

"Isn't that steeple just a little high for the size of the church?" suggested Briar.

"There, struck it the first whack! I told 'em that was the way it would go! Now, I'll tell you," he went on confidentially, "bout that steeple. It's a 'Piscopal church; they put it up 'bout a year ago with jes' an ord'nary steeple stickin' upon it. Then what did the Baptists do but up an' build a church over here an' r'ar up a steeple on theirs ten feet higher! This nat'rally galled the 'Piscopals some, an' this spring up they socked their steeple fifteen feet higher! It run along till July, an all the time the Baptists was gittin' hotter 'n' hotter an' one day jes' after the fourth what should they do but put some carpenters to work on their steeple and shove her up 'nother ten feet! Then they went round town steppin' high, and the 'Piscopals begun to sweat again. It run along till day before yesterday, when they seen the Baptists an' are goin' 'em ten better! An', do you know, I'll be snaked if I don't b'lieve the Baptists 'll raise 'em 'fore winter? O, we're game in this town, ev'ry time!"

"Er—well, which do you belong to?" Briar inquired.

"Neither; I'm a Methodist. That's our church over there on the hill."

"Well, you're getting left entirely, aren't you—no steeple at all?"

"S-s-h! That's all right—we know our play! We let on we don't believe in steeples, an' go 'round blowin' 'bout our big bell an' the scalloped shingles on the side of the buildin'. 'Bout next June you'll see these Baptists and 'Piscopals' steeples blow over, an' then jes' watch us Meth'dists shak to the front an' r'ar a long, slim steeple up into the air so high that they'll be too sick to ever build again! Us Meth'dists

may be laggin' a little jes' at present, but you wait till the proper time comes, and we'll make some o' these light-weight denominations think the brick court-house has fell on 'em!"—*Chicago Tribune*.

The Last Wild Buffalo.

It is quite difficult to find the man in Montana who didn't kill the last buffalo. We encountered the first one who did away down in the corner of the Territory on the Little Missouri River. He was a stockman and came along where we were camped one night on the way to his ranch.

"Are you fellers huntin'?" he asked.

"Partly," Briar replied.

"Expect to find any buffaloes?"

"Well, no. They're all gone, aren't they?"

"That's what. I was working up'n the Sweet Grass Mountain a year ago, an' one day I struck a buffalo and run him 'bout four miles an' killed him. He was the last wild buffalo there was."

A few days later, while we were driving along near the Powder River one afternoon a cowboy came riding across the range from toward a little bunch of stock; and when he came within about forty yards stopped his pony and called out:

"Say, you might's well go back—you won't git none."

"Won't get what?"

"Buffaloes; I plugged the last one with my six-shooter upon the Milk River two years ago!" And he rode back again.

At Miles City we got into conversation with a man who kept a harness shop.

"It's too bad," he said, "that the buffalo has become extinct."

"Yes, it is."

"But it's a fact, though—the last one has gone—I got him myself out in the Bad Lands last spring. Ev'ry body said it was the last one of the last herd."

When we were near Billings a man got in to ride to town with us. He said he was an old hunter, and soon started on the subject of buffaloes.

"When I was up on the Saskatchewan a year ago there was a lot of English hunters got after the last band of buffaloes, an' thought they cleaned 'em out."

"Didn't they?"

"One of 'em got away—a monstrous big 'un."

"Do you suppose that one is up in the Saskatchewan country yet?"

"There yet?" and he looked at us with a pitying expression. "Didn't I say I was there? No, sir, he ain't there yet—I sneaked up on him an' give it to him in the right eye. Ev'ry body 'round here knows me as old Pizen Brown, the man that killed the last wild buffalo on earth."

We afterward went down from Livingston to Cinnabar on the train. On the trip I occupied a seat with a minister from Helena, and asked him if he could account for the fact that the people of his Territory were so anxious to have it thought that each had killed the last buffalo.

"I don't hardly know why it is," he replied.

"It does seem as if most of them are willing to make liars of themselves for the sake of this distinction."

"Is it known where the last buffalo was killed, anyhow?"

"Oh, yes, there is no question about it whatever and that makes it all the more inexplicable why men should tell a story of which it is so easy to prove the falsity. Yes, the last buffalo was killed up on the Flathead River. I was up there with a small party of prominent Helena gentlemen on a deer hunt last summer. They were all out except myself one day when they ran across the last herd of buffaloes about a mile from camp. They managed to kill them all except one, and what did that one do but come bolting right into camp on the run. I picked up a gun and shot it through the heart. Yes, sir, I'm the man who killed the last buffalo myself. It was sort of a scrubby buffalo, but I dropped it just the same. I'm sure I don't know why people will go right on lying about this question when they must know that I am the man who did it."—*Chicago Tribune*.

CHINESE LIFE IN HELENA.

Among the many unusual features of interest which present themselves to the new-comer to the mining centers of the West, that ever present integral element of the distinctive isomorphism which makes one such community a type of the whole, the Chinese quarter offers a picturesque field full of unique and grotesque attractions.

In Helena Chinatown is in miniature a reflection of the vast transplanted microcosmos of Old World life which have grown to be widely considered the civil ulcers of the great populous centers of the Pacific Coast region, and the fable of whose horrors has been so often told to the world in rugged chapters by the epigrammatic (and ungrammatic) Dennis Kearney.

With the Chinese at home changes are slow, the passing political and social eras of centuries leaving few outward traces upon the concrete aspect of their country, and in America this inertia is still more noticeable.

Hence Chinatown in Helena to-day is practically the Chinatown of the placer mining days, a period when the most pretentious structure of the white citizens was a hut of logs or sod.

It occupies the upper end of the gulch, upon either side of which the city is built, and consists of long rows of low-browed hovels with little shuttered windows and narrow doors bearing little red cards upon which appear the occult symbols so familiar to the fourth of July memories of our boyhood.

In only one or two places is a sign of improvement to be marked. This is where little brick stores have been erected, in which are displayed for sale the bizarre productions of Chinese industry and skill, and here may be noted the first feeble efforts to imitate the nervous and progressive life which surrounds these strange people, in the use of counters, shelves and other designs of civilized utility. Rows of queer looking toys of paper and wood are displayed with useful articles of light "chinaware" of quaint shapes and quainter coloring, and ornaments marvelously cut from jasper and chalcodony are interspersed with confectionery, tobacco and tea.

The gambling rooms are richest in characteristic and typical life, for here in the changeful moods of play "John" is off his guard and his manners and facial expressions may be most satisfactorily studied. One steps from the narrow street directly into the den, and finds himself at once in the midst of a packed mass of excited Mongolian humanity.

Grouped about one or two tables they stand, their long yellow fingers thrust from beneath the wide flowing sleeves of their ill-fitting jackets, as they cast the coins upon the table or gather them therefrom in the varying fortunes of the games.

One involuntarily strains the ear to catch a single distinct syllable in the babble of sing-song imprecation, but not a distinguishable articulate sound breaks from the den of apish chatter.

Upon the sallow visages of the players sit in turn the flitting emotions that betoken triumph and despair and liniments usually so blank and immovable become instinct with feeling.

Here and there a woman player hangs upon the turn of the cards or cast of little dies (like our dominoes) which are the implements of the play, she the living original of the gaudy images upon the fans and parasols of oriental art.

In dress they are little different from the men save that the trousers are more ample, but the hair is an artistic study. Puffed out from the head on either side in immense wings, with an enormous pin passed through from side to side, it constitutes a tonsure never yet surpassed in elaboration of detail and effect.

The opium joints, theoretically non-existent, are difficult of access to the ordinary visitor, but means are sometimes found to penetrate to their noisome

depths and this privilege once fell to the writer. Passing through the outer precincts of the little store which hides the true purpose of the place, one descends to a cellar in which no light of day is ever found. Swinging from the low ceiling hangs a flaming oil lamp whose beams act but to deepen the shadows which lurk in its unclean and ghastly depths, while upon either hand are the little bunks which serve as blissful couches to the dreamy sensualists who with pipe and little oil lamp silently inhale somniferous fumes, or lie supine and death-like under their mastery.



IN THE CHINESE QUARTER, HELENA, MONTANA.—[From a sketch by John Pussmore.]

They are indeed among the most forbidding of the earthly hells to which humanity has sunk itself, and reek with an atmosphere of death and despair.

A redeeming phase of Chinese life is the sociability which brings the people in close companionship and seems to knit the whole race together as strong as ties of kinship. This is in part due, of course, to the fellow sympathy which would naturally exist among the members of an ostracized community dwelling in a foreign land, but the Chinese at home are pre-eminently a social nature, and in Helena they gather at night in the little stores where their queer chatter can be often heard from many distant dwellings of the city.

In the laundries the sound of their weird, musical instruments frequently make night hideous, their piping voices sometimes blending with the plaintive



A CHINESE BARBER SHOP.

cadences, reminding one of nothing so much as the war songs of Crow Indians.

The barber is an important personage in a Chinese community and apparently plays a profitable calling as the prices paid for his services are liberal and he seems to be always busy. His shop is the dwelling or store of his customer or, in fine weather, the street, as the case may be, his professional paraphernalia consisting of a wooden stool and a crude outfit of depilatory appliances, such as was in use by his ancestors as far back as the age of Confucius.

He shaves the heads of the people, removes the beard with tweezers and braids the queue.

Buddha has no shrine in Helena, no joss-houses having been dedicated to his worship, but little effigies of the great prophet are met with here and there and to these the faithful followers probably offer their private supplications.

On the whole the Chinese residents of Montana are peaceful, law-abiding and useful, and the great ethical question which has assumed such purport in California and Nevada has, as yet, cast no shadows before in the young Territory of the Mountains.

A. H. HERSEY.

TWO YOUNG TRAVELERS.

Yesterday afternoon the city ticket office of the Milwaukee & St. Paul contained two children, a boy and a girl, who, for the time being, were under the fostering care of W. H. Dixon. They were Mary and Edward Stetson, aged eleven and nine years, respectively, and were making a trip across the continent unaccompanied. They came from Damariscotta, Me., and are on their way to join their father and mother at Port Gamble, Wash., which is north of Seattle. Consequently they make a journey from the extreme eastern to the extreme northwestern part of the United States. They were taken to Boston by friends, where Mr. Brown, the New England agent of the Milwaukee & St. Paul, put them aboard a

through train for Chicago. They travel first-class, and Mr. Brown paid their sleeping car fare to Chicago and sent to Roswell Miller, general manager (now president) of the road, the money to pay it from there through to the coast. In Chicago they were met by an agent of the road and piloted into the St. Paul train. In this city they were met by an employee of the road and taken care of during the afternoon, and at four o'clock yesterday afternoon were put aboard the through Northern Pacific sleeper for Portland, Or., where their mother will meet them by arrangement. The children are bright, quick and intelligent, but were unable to tell how long they had been separated from their parents. They buy their own meals and are carefully looked after by tender hearted railroad men all along the route.—*St. Paul Pioneer Press*, April 17.

EMIGRATION TO DAKOTA.

While in Chicago, just after the January storms, we heard the expression often repeated that emigration to Dakota would be very seriously checked by the weather record during this last winter. There is no just reason for this feeling; the death rate and suffering from cold in Dakota during January, is not equal to that of Chicago or New York from heat during either July or August, and still no one would think of giving heat as a reason for not living in either of these cities. Fever and malaria cause more death and suffering in many central and southern states than does cold in the North; and while cold can be guarded against, heat, malaria, fever and cyclones cannot. So far as cold is concerned, it caused as much suffering in Nebraska, Kansas, New England, and even Texas, as it did in Dakota this last season.

Taking everything into consideration there are as many reasons, and good reasons, to settle in Dakota as anywhere else. Its resources are unlimited. Wheat is and will continue to be the chief source of wealth. The railroads crossing Dakota and Montana will, however, gradually change the systems of farming now followed in each Territory. While it is now all grain growing in Dakota, and all live stock in Montana, it will not be long before live stock will attract much more attention in the former Territory, and grain growing in the latter. This mixing of grain growing and live stock production will be of vast benefit to both Territories, as well as to the transportation companies.—*Montana Wool Grower*.



IN securing Alfred Holman for its editor the *Seattle Post-Intelligencer* has made a decided hit. Mr. Holman has been for several years Editor Scott's first lieutenant on the *Portland Oregonian* and is one of the brightest and strongest newspaper writers on the Pacific Coast. He grew up on the *Oregonian* and has filled pretty much every position on that able paper from carrier boy to managing editor. He possesses what is better than genius on a daily journal—level-headedness and unflagging industry.

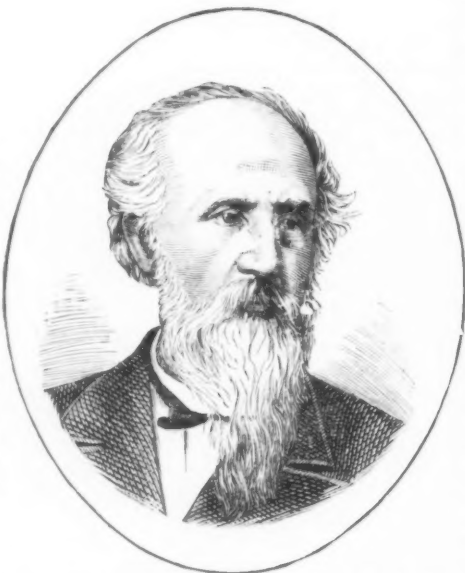
GEORGE E. ELLSBURY, of Tower City, one of the best-known of North Dakota pioneers, has lately taken up the artist's pencil and brush which he laid down years ago when he began farming on the prairies. He has painted a vigorous, realistic picture of the Custer massacre, drawing upon the intimate knowledge he gained of Sioux costumes and warfare when he accompanied the Sibley expedition in 1862 as an artist for *Harper's Weekly*. The painting is shown at a picture store on Seventh Street, St. Paul, and attracts many visitors.

THE Northwestern was the first of the Chicago roads to run vestibuled trains to St. Paul and Minneapolis, but the Milwaukee had them running only a few days later and the Burlington will soon put them on. The vestibule arrangement is very comfortable when going from the Pullman to the dining car in bad weather, but railway men are not agreed as to its being a desirable permanent improvement outside of the advertising it gives to the first lines using it. The objection is that it encloses the car platforms, where many travelers like to stand for a view when entering and leaving towns, crossing rivers, etc., and makes exit from the cars to the depot platforms doubly difficult. The vestibule doors are troublesome to open and when opened they leave outside standing room only on the car steps. Many think them an ultra refinement of railway comfort rather than a real convenience. Save for these platform enclosures a vestibuled train differs from others only in having the newest improved Pullman coaches.

DEATH came very gently and mercifully to the sturdy pioneer, Norman W. Kittson, one day last month. He was sitting in a dining car on his way from the East to his home in St. Paul, when his heart suddenly ceased its work, and without a moment of pain his spirit passed away. In recent years he was the oldest survivor of the early settlers of the Northwest and was one of the most striking historical figures in the life of this region. It is a singular circumstance that his seven elder brothers each died at the age of seventy-four and that his premonition that he should live only to that age was verified. With the possible exception of his friend and early business associate, James J. Hill, he was the richest man in Minnesota. His wealth, like Hill's, was first acquired in trade with the Indians, then in steamboating on the Red River of the North, and later in the operations which converted a bankrupt railroad company into the powerful corporation now known as the St. Paul, Minneapolis and Manitoba. Large real estate holdings in St. Paul, purchased when the city was a village, added greatly to the fortune gained from these sources. His stately stone mansion was the first of the many costly residences which now adorn the city. In this house he spent very little of his time, living mainly in hotels in Philadelphia and New York during the past ten years. He paid the penalty of

wealth which most rich men have to pay—the annoying importunities of relatives, business schemers and beggars, and he found life uncomfortable in his home on St. Anthony Hill.

COMMODORE KITTSON possessed three qualities that were essential to success in trading at an early day with the Indians and French half-breeds of the Northwest. The first was a fine physique. The Indians respected strength, endurance and a commanding presence. They would not trade with deformed, crippled or insignificant-appearing men. The second was a polite, amiable manner. The traders could not use force and had to depend on kindness and persuasion for their influence over the savages. They dared not be quarrelsome or overbearing. The third quality was perfect truthfulness and business honor. The Indians treated the trader fairly because he had shown them that they could always depend on his word. Mr. Hill says that when he and Kittson had a trading post on the Red River, where the town of Pembina now stands, Indians would often travel hundreds of miles to pay in peltry the debts of a dead brother or other relative, as a matter of honor and friendliness towards the traders who had furnished the dead man with goods to be paid for from his next season's fur-catching. Kittson, therefore, owed his great financial success to the traits of person and character which fitted him to deal with the wild men of the frontier and to his early comprehension of the great resources of the Red River Valley and the possibilities of that region in the way of railway traffic.



THE LATE COMMODORE NORMAN W. KITTSON, OF ST. PAUL.

when it should be settled and farmed. In his younger days he was a superb frontiersman. Hardy, athletic and cheerful, no dangers or hardships daunted him. When elected to the Minnesota Legislature he travelled over four hundred miles on snow shoes, in company with Joe Rolette, the mercury never once above zero during the whole trip, to attend the session at St. Paul. This legislative membership and a single term as Mayor of St. Paul were all the public honors he ever had, and he wanted no more. In his later years he liked best the society of old pioneer friends and the breeding and running of blooded horses.

THE Louisville excursion to Little Falls, Minnesota, last month, was the most notable railway expedition into the Northwest since the opening of the Northern Pacific Railroad, in 1883. This Louisville party was made up mainly of stockholders in the Little Falls Water Power Company and their wives and daughters. They travelled on the first Pullman vestibule train that had been seen this side of Chicago, a train made up of six sleepers, a dining car and a smoking car, all connected by the vestibule attachment. The party

left Louisville on Monday, May 7th, spent a day in Chicago and a day divided between St. Paul and Minneapolis, en route, and arrived in Little Falls on Wednesday evening. A committee of the St. Paul Chamber of Commerce and one from the Real Estate Exchange accompanied them from St. Paul in a special car. Next morning Gov. McGill and other State officers went up to Little Falls on an excursion train which picked up a multitude of people at the stations on the way. Other trains came from Brainerd and from the towns on the Little Falls and Dakota Railroad. On Thursday the completion of the great water-power dam across the Mississippi was celebrated with much heartiness and enjoyment. The Louisville people staid until Friday at the Falls passed a night in St. Paul and reached home on Saturday evening. There were over eighty of the excursionists. Life on board the train was made as comfortable and luxurious as money and intelligent good will could make it. The whole affair was organized and managed by Dr. Wm. L. Breyfogle, of Louisville, President of the water power company, with the assistance of Egbert G. Handy of St. Paul and M. M. Williams of Little Falls.

THE Little Falls water power enterprise was fully described and illustrated in the December number of this magazine. It is a remarkable undertaking in many ways—remarkable from the fact that capitalists in Louisville, Kentucky, have invested a quarter of a million in an industrial project in Northern Minnesota, far distant from their home, basing their expectations of profit on faith in the further development of the Northwest; remarkable, too from the unanimity with which the citizens of Morrison County voted \$100,000 in bonds as a bonus to the company, from the rapidity and engineering skill with which the work was constructed and from its solidity and importance. The Little Falls power is the best on the Upper Mississippi—better than that at St. Anthony's Falls, from the fact that the bed rock in the river is hard trap that will not wear away and be undermined by the water, instead of soft limestone, as at Minneapolis, and also from the firm support afforded to the dam by an island in the center of the river and by the rock formation on both shores. The entire flow of the river can be utilized, and the enormous pool above the dam gives practically unlimited storage capacity for logs and a large body of water to draw upon in dry weather. The energy and executive ability which has secured the capital for this important improvement and completed the dam and canal in less than a year's time may be depended on to enlist manufacturers to use the water power. Already a 500 barrel flour mill is under construction and a woolen mill and a paper pulp mill have been arranged for. Another factory in contemplation is one for making the binding twine used in enormous quantities in the harvest fields of Minnesota and Dakota. Little Falls has already doubled its population under the stimulus of the new enterprise and is plainly destined to become a large manufacturing town.

ADIOS!

Push me away, dear, let go my hand!

For I am powerless while thou dost hold me.

Love, I must leave thee, dost understand?

How can I go while thy soft arms enfold me?

Nay, do not plead so, with thy wet eyes

Filled with such agony wild and unspoken,

While thy poor bosom flutters with sighs,

Cruelly wrenched from thy heart well-nigh broken.

Don't press thy mouth, sweet, so close to mine,

Drinking away both my breath and my power.

Leave me my strength, dear; all else is thine—

Thine, though I leave thee, my sunbeam, my flower!

Here on my breast, dear, once, ere we part,

I hold thee close in the old tender fashion,

Kissing thy lips, love, kissing thy heart,

Kissing thy soul with my soul's deepest passion.

W. E. P. FRENCH.

Fort Assinaboine, Mont., April, 1888.

"THE ASHLAND ROUTE."

The Popular Connecting Line between the Northern Pacific System and the Cities of Milwaukee and Chicago.

The Milwaukee, Lake Shore and Western Railroad, running from Ashland to Milwaukee, with arrangements with the Northwestern road which take its trains on to Chicago, is a very important road in its business relations and is constantly growing in popularity as a summer tourist route. It is popularly known as the Ashland Route, from its northern terminal city on Lake Superior. A through sleeper leaves Duluth at 3 P. M., connecting with the arriving train from the Pacific Coast over the Northern Pacific and at Ashland is attached to the Lake Shore train leaving at 7:15 P. M. and arriving at Milwaukee at 10:50 A. M. and at Chicago at 1:50 P. M. next day. This route can be commended to our Western readers who are already familiar with that to the East via St. Paul. It enables them to see the growing and interesting cities of Duluth and Superior at the head of the lake, and also the new and vigorous city of Ashland, with its iron and steel works, its enormous ore docks and its picturesque views of the Chequamegon Bay and the Apostle Islands. In mid-summer there is still daylight left to see the remarkable Gogebic iron region, with its mines close to the railroad and its busy towns of Hurley, Ironwood and Bessemer. The tourist who has leisure should not fail to stop a day in Ashland at least, and also spend a day at Hurley visiting the mines.

Leaving Ashland in the evening the traveller finds himself early next morning in the handsome little city of Appleton, and breakfasts at Manitowoc, a busy manufacturing town standing on the bold shores of Lake Michigan. The rest of the run to Milwaukee and Chicago is along the banks of this vast blue inland sea, flecked with the sails of an enormous commerce. Sheboygan, a handsome city of 16,000 people is next passed; then comes the beautiful metropolis of Wisconsin, with its population of 200,000, its shipping, its railroads, its huge breweries, its stately business edifices and its charming homes. Still following pretty closely the shore line, the road runs

through a rich farming country, diversified with orchards and groves of oaks and maples. Cool breezes blow from the lake and the journey is full of interest in every mile.

Tourists going northward, who want to see the superb forest region of Northern Michigan and Northern Wisconsin, with its picturesque lakes and clear trout streams, should manage to leave Milwaukee on the late night train, which will take them through the entire woods region by daylight and bring them to Ashland early next evening. This forest country is steadily being converted into farms, and the life of the pioneer settlers, of the lumbermen, and of the iron miners on the Gogebic Range, is full of novelty to travellers from the East. The fishing on the line of the

Ashland Route has attracted the attention of sportsmen from the time the road was opened, a few years ago, the lakes and streams being comparatively virgin waters. Among the most prominent resorts attracting more exclusively perhaps than others the fraternity of fishermen, and celebrated for bass and muskallonge, are the Eagle Waters, Pelican Lake and other lakes in the vicinity of these two, and the trout streams near Watersmeet, Michigan, and those crossing the line between that point and Ashland and Duluth and emptying either into Lakes Superior or Gogebic.

In the limits of this article it is impossible to describe in detail all the good fishing resorts on this road, but there are three which merit some special note. The Eagle Waters, a chain of twenty-seven lakes all connected by short and navigable streams and channels, have probably acquired the foremost repute in the country for the rare and gamy muskallonge, one of the largest and most powerful fish, and in sporting parlance one of the best "fighters," inhabiting our fresh waters. This chain of lakes is directly accessible at Eagle River station, where there are several good hotels and a large fleet of boats. At Watersmeet station several smaller trout streams unite to form the Great Trout Brook, one of the branches of the Ontonagon, of a reputation synonymous with its name, and affording the best of fishing from either boat or canoe or from its banks.

Of all the lake resorts, in the West or North enjoying a combination and variety of attractions, and those peculiarly its own, Gogebic Lake stands foremost. It reaches its fifteen miles of length into a region of noble trees, among which are found the deer and other kindred animals, and is fed by many sparkling streams. Without doubt it is also first in repute in the country for its black bass fishing, as are all its tributary streams and the waters of the lake itself at

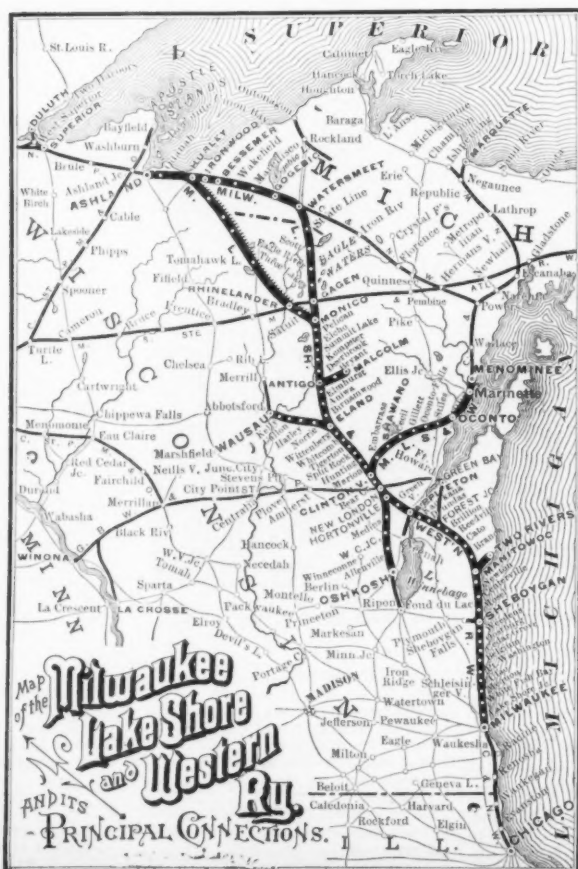


HOTEL AND COTTAGES, LAKE GOGEBIC, ON M. L. S. & W. RY.

certain seasons for trout. The Gogebic House and cottages afford accommodations for a hundred or more guests, and are located in a clearing of ten to fifteen acres covering a natural slope extending to the southwestern limits of the lake. Aside from its merits as a resort for sportsmen and the general tourist, the vicinity of Gogebic lake and, in fact, the entire Gogebic region, possesses advantages as a sanitarium, destined ultimately to give it a national reputation. Its altitude of 2,000 feet above the ocean and 900 feet above Lake Superior, its distance of only twelve miles from that vast body of fresh water which materially contributes to the purity of the atmosphere, and its location in the heart of great pine and hardwood forests, which still further purify, and above all, temper the air to a quality remarkably soft and salubrious, are all conditions in its favor, such as are rarely enjoyed by other regions accessible by railway. The climate influence, as affecting all pulmonary diseases, is without doubt the happy medium as between exceptionally high or low altitudes and is especially beneficial also to sufferers from hay fever or malaria. Hay fever is not only unknown here but many afflicted with that complaint have been entirely cured within twenty-four to forty-eight hours of their arrival at Gogebic lake.

The M. L. S. & W. Ry is now actively pushing a new line forward from Rhinelander in a northwesterly direction, the objective point being Hurley on the main line east of Ashland, the line under construction shortening the present distance between Milwaukee and Hurley and Ashland some thirty miles. The new line passes through what is known as the Lake Park region of Wisconsin, and as located, touches the most important lakes in this section, many of them heretofore inaccessible, except by tedious and difficult trails. The Tomahawk lakes are two in number, connected by a short channel, or, as called in this region, thoroughfare. The lakes cover twelve miles in length and about three miles in breadth. They have deep bays and are full of reefs, affording the best of fishing ground.

The Milwaukee, Lake Shore and Western railroad is owned by wealthy and liberal capitalists and its equipment is first class in all particulars. It is a prosperous and progressive corporation and its management shows enterprise and a thoughtful care for the comfort of the travelling public. For publications describing more fully its line and its fishing and pleasure resorts application should be made to the General Passenger Agent, Geo. S. Marsh, Milwaukee, Wis.



ASHLAND.

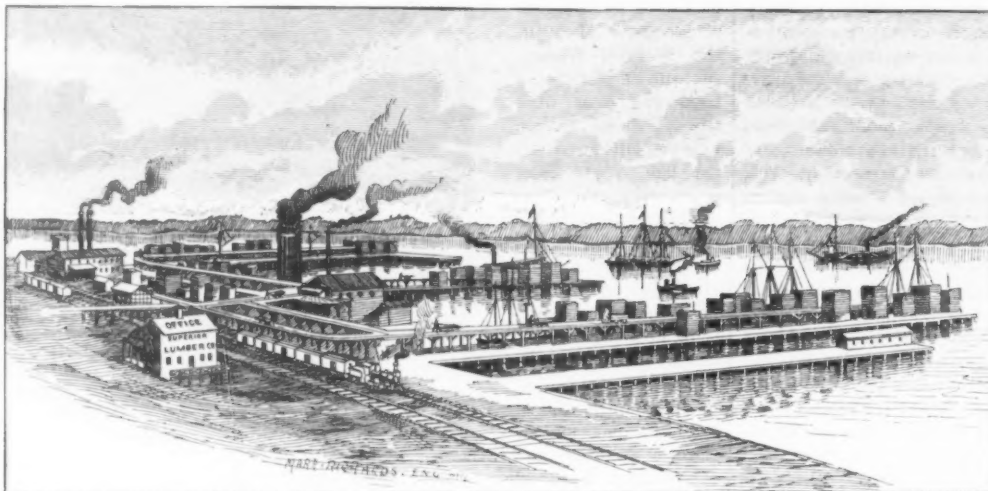
Northern Wisconsin's Flourishing Metropolis and Lake Port.

BY E. V. SMALLEY.

Ashland has had three epochs in its history. The

ers could land, rescued Ashland from obscurity and despondency. But one railroad was not enough to change the little village into a large town. The saw-mill industry steadily developed and Ashland made a substantial growth. But the place received a heavy blow when the second railroad reaching the shores of the bay determined to leave Ashland at one side and establish a new and rival town on the western

into an important commercial and manufacturing city, the terminus of four railroads, the site of a great iron and steel manufacturing industry, and the inland seaport where more iron ore is shipped than at any other place in America. This remarkable change has been brought about during the past three years. Ashland has now 14,000 inhabitants, water works, gas works, electric light, a street railway, three Nat-

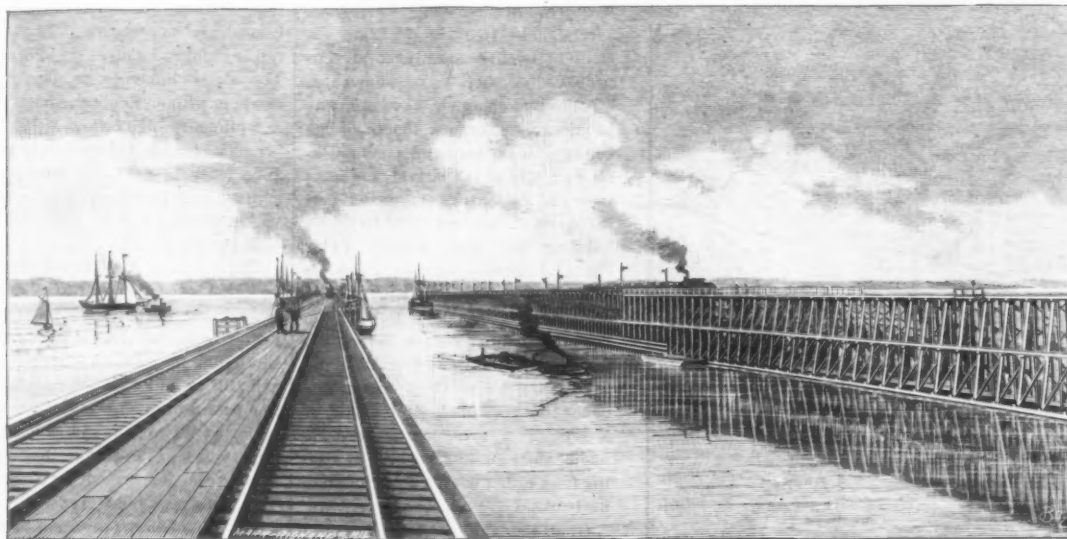


ASHLAND.—MILLS AND DOCKS OF THE SUPERIOR LUMBER COMPANY.

first was that of the frontier settlement, with a lonely lake on one side and an almost trackless forest on the other. The courageous pioneers were entirely cut off from the world during the winter season when navigation ceased on the lake, and in the summer there was very little for them to do but wait patiently for the prosperous future which they firmly believed would come to their little village. The second epoch was that of a summer resort with a single railroad and some beginnings of a lumber industry on the shores of the bay. This period began in 1876, when the Wisconsin Central Railroad after a long struggle

side of the bay nearer the lake. This second railroad was the North Wisconsin division of the Chicago, St. Paul, Minneapolis & Omaha line. It called its terminus Washburn. Here it erected a grain elevator and coal and merchandise docks, and proceeded to develop an active shipping point. The people of Ashland were obliged to witness, in plain sight across the bay, the growth of this rival town. All the new life and business in Washburn they thought by rights belonged to Ashland on account of its situation at the head of the bay and its priority of establishment and growth. For a time they feared that this division of

ional banks, a theater, handsome business blocks, two daily newspapers, five big lumber mills, a blast furnace, three enormous ore docks, direct railway lines to Milwaukee, Chicago, St. Paul, Minneapolis, Duluth and the Pacific Coast, daily steamers during the season of navigation to all ports on the Great Lakes, and is evidently only at the beginning of a wonderful career of commercial prosperity. The following figures, representing the main features of the business of the city during the year 1887, are evidences of its present importance and promises of its future growth:



ASHLAND.—IRON ORE DOCKS OF THE MILWAUKEE, LAKE SHORE & WESTERN RAILWAY COMPANY.

with financial difficulties finally made its way through the great forests of Northern Wisconsin and established its terminus at Ashland. The railroad company erected at the new town a summer hotel called the Chequamegon House, after the bay over which its broad piazzas command a superb outlook, and to this hotel came numerous travelers for a summer vacation in the cool Lake Superior climate. The Wisconsin Central, with its big hotel and its long dock where steam-

business between two towns on the bay would be fatal to all hopes of developing either into an important commercial city.

These fears might have been realized had it not been for the discovery of enormous deposits of iron ore in the Gogebic range of hills about thirty miles east of Ashland. Soon after this discovery Ashland's third epoch dawned, the epoch during which the small and little-known village was rapidly converted

Buildings erected.....	566
Cost.....	\$1,254,890
Total improvements.....	\$2,234,790
Pounds railway freight.....	3,534,439,474
Tons iron ore shipped.....	1,040,730
Lumber shipped by lake.....	60,000,000
Arrivals and clearances.....	2,664
Tonnage.....	2,163,168
Manufactories, built.....	\$433,500
Real estate sales.....	\$4,000,000
Population.....	12,000 to 14,000
Wholesale business, over.....	\$5,000,000



ASHLAND.—FIRST NATIONAL BANK BUILDING.



ASHLAND.—NORTHERN NATIONAL BANK BUILDING

ORE SHIPPING AND IRON AND STEEL MAKING.

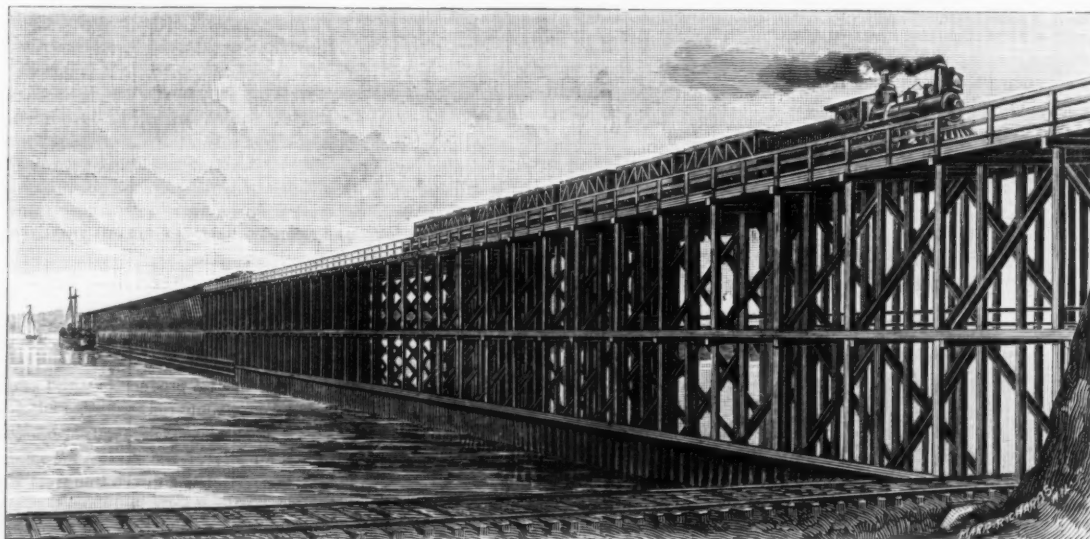
I have spoken of the discovery and development of the Gogebic iron mines as the prime cause of the remarkable recent growth of Ashland. These mines were first opened about three years ago and were the scene of a great speculative movement in 1886 and 1887. They were fully described and illustrated in THE NORTHWEST MAGAZINE for February, 1887. This speculative movement, which was then at its height, has since entirely subsided. Scores of paper companies, whose stock, based solely upon lease or ownership of lands supposed to contain ore, was quoted at high prices in Milwaukee, Chicago, and Minneapolis, have entirely collapsed. The really valuable mines of the range, however, have steadily

Chicago, Cleveland, Erie, and Ashtabula from three enormous docks in Ashland; one owned by the Wisconsin Central Railroad and two by the Milwaukee, Lake Shore, & Western Railroad. These docks are illustrated in the present number of THE NORTHWEST. They are alike in all respects. Their length including approaches, is 3,100 feet each, and of the docks proper 1,405 feet long. Over five million feet of timber was used in the construction of each dock and the cost of each was nearly one million dollars. The railroad tracks run upon the top of these immense structures and on each side of the tracks are 117 pockets for the reception of the ore which is dumped into them from the cars. Each pocket holds 120 tons and the capacity of each dock is therefore 28,000 tons. The vessels lie close to the docks and

tral Railroads and was the product of thirty mines as shown in the following table.

Mines.	Tons.	Mines.	Tons.
Anvil.....	6,075	Blue Jacket.....	1,340
Ashland.....	146,287	Montreal.....	30,537
Aurora.....	110,300	Nimikon.....	23,217
Atlantic.....	1,319	Norrie.....	155,426
Bessemer.....	15,046	Norrie—East.....	15,721
Brotherton.....	21,721	Odanah.....	21,552
Bonnie.....	1,003	Pabst.....	9,017
Colby—North.....	68,527	Puritan.....	26,545
Colby—South.....	155,477	Palma.....	1,414
Colby—Sec. 15.....	12,966	Parker.....	9,145
First National.....	983	Sunday Lake.....	14,533
Germania.....	43,508	Superior.....	21,960
Iron Chief.....	2,249	Trimble.....	12,764
Iron King.....	47,001	Vaughn.....	2,101
Ironton.....	24,762		
Kakagon.....	43,034	Total.....	1,040,730

The place where the ore from the Gogebic mines meets the coal brought by the vessels from the lower lakes seems a natural point for manufacturing iron

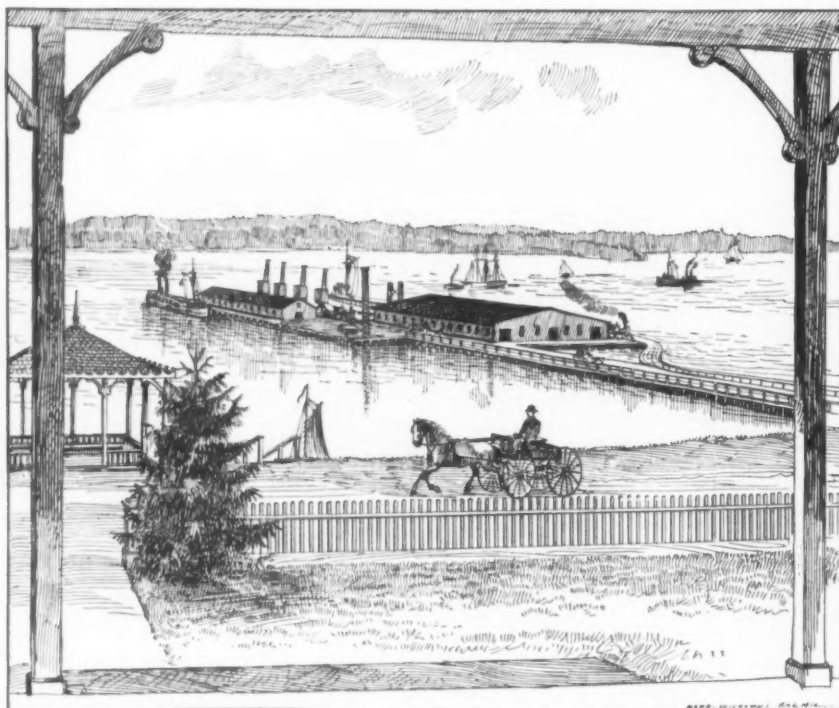


ASHLAND.—IRON ORE DOCKS OF THE WISCONSIN CENTRAL RAILROAD COMPANY.

increased their out-put and the whole industry is now upon a steady-going, substantial basis. The value of the Gogebic district to Ashland is very great, both on account of the business of shipping its ore, and because of the trade afforded by the towns of Hurley, Ironwood, and Bessemer, and many smaller places dependent upon the mines. The ore is shipped to

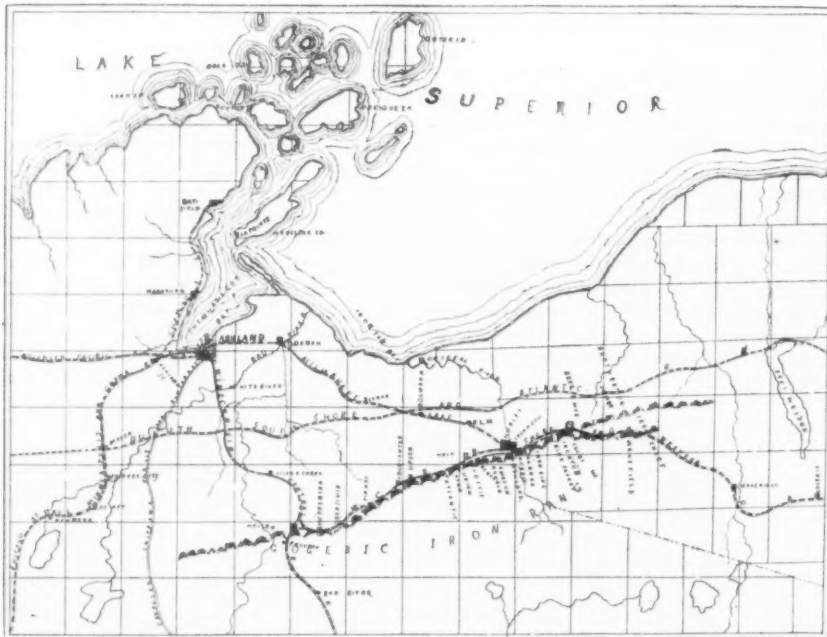
receive the ore into their holds by chutes connected with the pockets. Last season there were shipped from the Ashland docks 1,040,730 tons of ore, the greater part of which went to Cleveland. This ore afforded cargoes to 769 steamers, barges, and sailing vessels; it came to Ashland by rail over the Milwaukee, Lake Shore & Western and the Wisconsin Cen-

and steel. A blast furnace was a great deal talked about in Ashland years ago but the experience of furnaces at Marquette where similar conditions as to ore and coal existed, was not encouraging. In 1886 James E. York, an English gentleman who had built the furnace at Black River Falls, Wisconsin, took up the question in a new way. He understood the

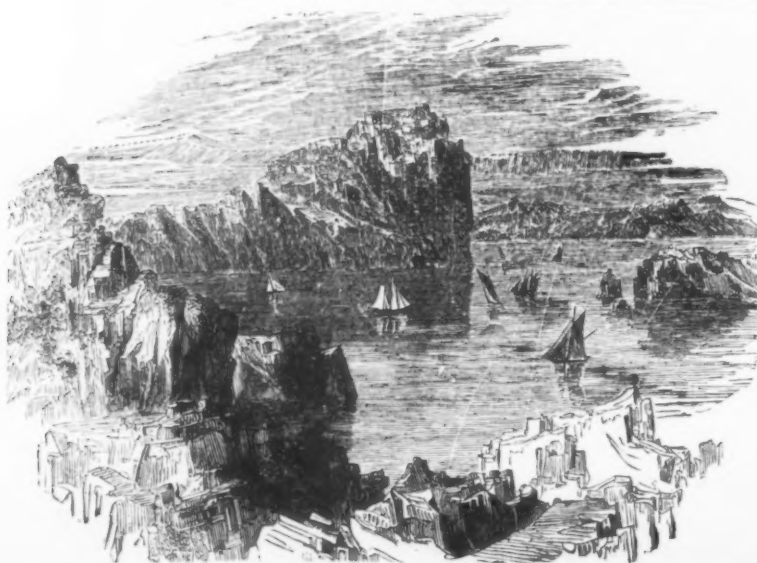


ASHLAND.—MERCHANDISE DOCKS OF THE WISCONSIN CENTRAL R. R.

superior value of charcoal iron over iron made from bituminous coal, and seeing that Ashland was surrounded with enormous forest tracts where wood was cheap, he proposed to build a charcoal furnace for making both iron and steel. The citizens of Ashland gave to the enterprise a bonus of ten thousand dollars in cash and a large number of valuable lots. After considerable delay and disappointment in getting the financial backing needed for so large an undertaking, Mr. York finally succeeded in enlisting A. H. Hinkle of Cincinnati, W. H. Hinkle of Minneapolis and others, and early in the present year he completed the largest charcoal furnace in the country. The cost of the entire plant was about \$300,000. The furnace stands in the western outskirts of Ashland and is connected by a spur track with all the railroads entering the city. It is now making eighty tons of the best charcoal pig iron per day and finding a ready and profitable sale for it. The works are owned by the Ashland Iron & Steel Co. All the buildings are of brick. The blast is driven by a Corliss Engine of 400 horse power. Our illustration will show better than could any description the character and magnitude of this plant.



MAP SHOWING RAILWAY SYSTEM TRIBUTARY TO ASHLAND.



A BAY ON ISLE ROYAL, LAKE SUPERIOR.

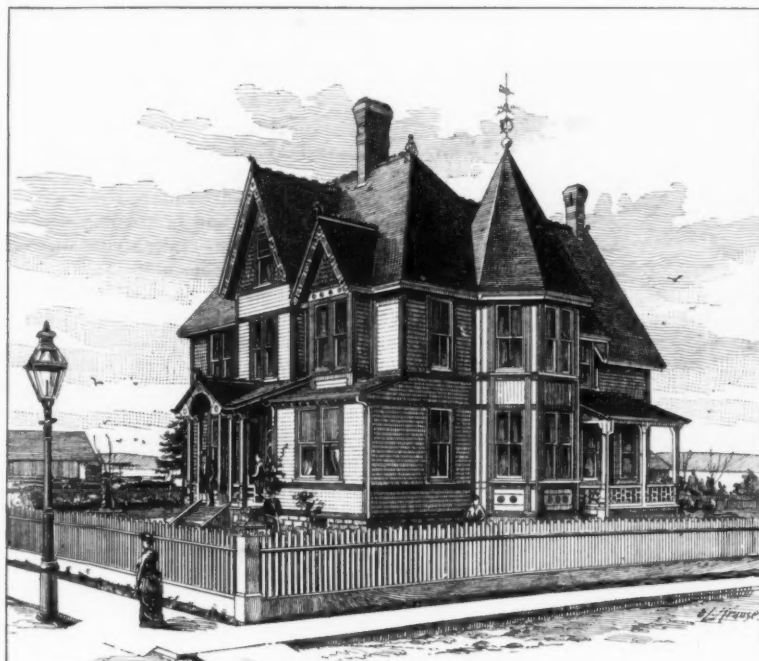
Every day 140 tons of ore, 8,000 bushels of charcoal and ten tons of lime are consumed. The charcoal is obtained from new ovens on the Wisconsin Central and other railroads. To supply the enormous consumption of this furnace about five acres of average timber land must be stripped each day, or about three square miles of forest in a year. A Bessemer steel plant and a nail mill will be added to the works in a short time. The success of this pioneer iron industry will undoubtedly lead to the establishment of other industries in Ashland using iron as raw material. Car wheel works and stove works will find this an excellent location. A foundry is soon to be built by an experienced Minneapolis firm.

ASHLAND AS A RAILROAD CENTER.

Ashland is now the terminal point for four important railroad systems. The Wisconsin Central, which was the pioneer road, runs southward across the whole length of the State with southern terminals in Milwaukee and Chicago. It brings to Ashland iron ore from the Gogebic Range, logs for sawing from the pine forests, and merchandise from Eastern cities, and thousands of travelers bent on business or pleasure. The Central has also a line diverging from the main line at Abbottsford and running west to St. Paul and Minneapolis. A great deal of freight to and from those cities is carried over this line but it is not sufficiently direct for a passenger route.

■ The Milwaukee, Lake Shore & Western runs to Milwaukee by way of the Gogebic mines and the important towns of Appleton, Manitowoc, and Sheboygan. It brings to the Ashland ore docks a very large part of the product of the Gogebic mines, and is a favorite route for business and pleasure travel.

The Chicago, St. Paul, Minneapolis & Omaha road is an ally of the great Chicago & Northwestern system. It has a direct line from Ashland to St. Paul and Minneapolis and thence to Omaha, and a line to Chicago somewhat longer than those of the two roads before mentioned. Although shipping its grain and receiving its coal at Washburn across the bay, this road appreciates the importance of Ashland as a traffic center and three years ago built a branch to this place. The "Omaha," as the road is popularly called, brings Ashland into close relation with the twin cities of Minnesota. You can take a sleeper at Minneapolis at nine or at St. Paul at 9:40 in the evening and be in Ashland in time for an early breakfast; or you can make a pleasant day's run from either city.



ASHLAND.—RESIDENCE OF DR. GEO. W. HARRISON.

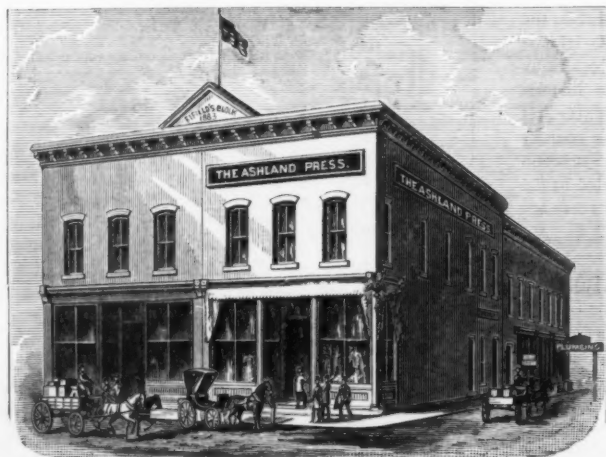
The Northern Pacific has at Ashland its furthest Eastern terminal point. Under its charter this company had the right to build to the Montreal River, which is the boundary between the States of Wisconsin and Michigan, but it has determined to rest at Ashland, and has secured at this place an extensive harbor frontage and ample grounds for terminal facilities. Local trains are run from Ashland to Superior and Duluth, where connection is made with the main line for the Pacific coast. Ashland is 1,980 miles from Tacoma, the western terminus of the Northern Pacific on Puget Sound. The Northern Pacific has as yet made but little of its Ashland terminus save for local business, but its importance for future traffic in connection with commerce on the lakes and with the development of the South Shore region is appreciated by the management of the road.

The Duluth, South Shore & Atlantic made a mistake in its location, running about twenty miles south of Ashland, and will either have to build a branch into the city or make trackage arrangements with the Milwaukee, Lake Shore, & Western or the Wisconsin Central. Ashland is much too important a point for traffic for this road to pass it by. The Duluth, Lake Shore & Atlantic starts at Duluth and Superior and has its eastern terminal at Sault Ste. Marie.

A railroad from Chippewa Falls to Ashland has been definitely located and the prospects are good for commencing operations at an early day. Among



ASHLAND.—VAUGHN MEMORIAL LIBRARY BUILDING.



ASHLAND.—THE ASHLAND PRESS BUILDING.

ASHLAND'S LUMBER INDUSTRIES.

The lumber business of Ashland has developed from small beginnings by rapid strides during the past eight years until it now leads that all other lumbering ports on Lake Superior. Most of the logs sawed in the mills are floated down the small streams emptying into the lake and brought in rafts by tugs to the lumber docks which reach their long arms far out into the bay. Of late a great deal of logging has been done along the railroads terminating in Ashland, the logs being brought to the mills on flat cars. This branch of the business promises to be considerably augmented as soon as the railroads can see their way to give lower freight rates on the logs. The market for Ashland lumber is now principally in the West and a great deal of it goes out to the prairies of Nebraska and Dakota. Some is shipped to Chicago and the Lake Erie ports. There is no danger of a scarcity of logs for a generation to come, and Ashland's lumber industry may therefore be regarded as a permanent source of wealth. There are now five large saw mills on the shores of Chequamegon Bay in or near Ashland. Their output during the past season was as follows:

	Feet.
Union Mill	10,000,000
Superior Lumber Company	30,000,000
Sutherland & Tomkins	10,000,000
D. W. Mowatt & Co.	20,000,000
Capt. Dogherty	10,000,000
Total	80,000,000

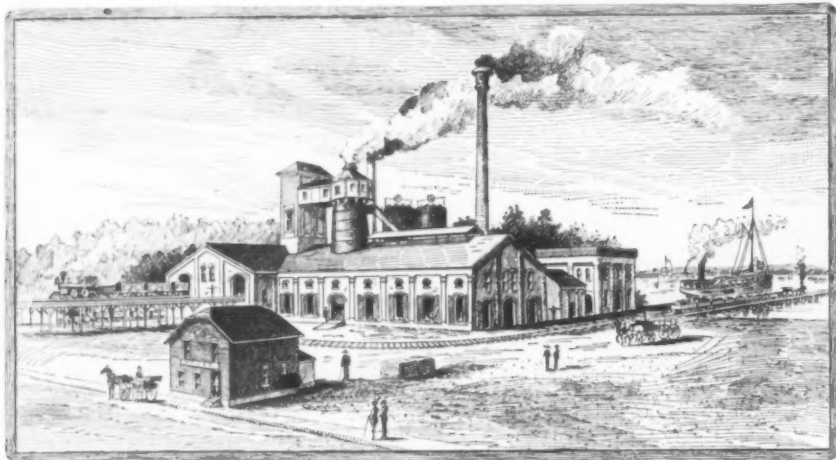
other proposed roads over which surveys have been made, are a branch of the Chicago, Milwaukee & St. Paul system, and a line from Hinckley to connect with the Manitoba system. With all these railroads centering in Ashland, and with the lake navigation seven months in the year, the city is sure of low freight rates. This is an important point for manufacturers to consider in looking for a favorable location.

The roads centering in the city are all comparatively new lines and are fast developing the adjacent country, and thus increasing Ashland's business.

It will be seen by the above table that much the most important of these concerns is the Superior Lumber Co. The mills and docks of this company are well shown in the accompanying illustration. They are located in the city on the water front near the court house. The company owns a large saw mill, a planing mill, and three docks. The manager is Col. J. H. Knight, mayor of the city, and one of the most experienced and successful lumbermen in the Northwest.

ASHLAND AS A COAL PORT.

Ashland has decided advantages for receiving by lake and shipping by rail the bituminous and anthracite coals of Pennsylvania and Ohio which are the chief reliance of the Northwest for domestic fuel. The ports on Lake Erie where the iron ore shipped from Ashland is landed, are also the principal coal shipping ports, and the vessels which take ore cargoes



ASHLAND.—WORKS OF THE ASHLAND IRON & STEEL CO.

which stands Ashland. This bay is almost completely land-locked by the beautiful archipelago of the Apostle Islands which enclose it for a distance of about thirty miles. The entrances to the bay between the islands and the main land on either side, and also among the islands, are all deep and free from obstructions. Once within the bay vessels have a harbor space of thirty miles from north to south and about six miles from east to west with neither rocks nor sand bars to interfere with navigation. Near the south shore of the bay the water shoals considerably but at the end of the long docks which reach out from the water front of Ashland there is sufficient depth for the largest crafts that navigate the Great Lakes. By dredging the water is deepened along the whole length of the docks and when once dredged the channels never fill up again. The Apostle Islands completely protect the harbor of Ashland from the northerly and northeasterly storms which are most dreaded on Lake Superior. No point on the entire chain of the Great Lakes was so plainly marked out by nature for the site of a commercial town as the south shore of Chequamegon Bay. What has been done by the government at great cost to provide



ASHLAND.—RESIDENCE OF HON. S. S. FIELD.

to these ports bring back coal at very low rates. In loading with ore after unloading their cargoes of coal there is no necessity for cleaning the holds of the vessels, which has to be done when wheat is taken as the return cargo. The Northern Pacific and the Omaha road, going west and southwest from Ashland, penetrate nearly all parts of the great coal consuming regions of the Northwest. Ashland is only just beginning to develop its coal trade, and but one coal dock has thus far been erected,—that of the Columbus & Hocking Valley Coal Co. This branch of the city's commerce is sure to greatly increase in the near future.

ASHLAND AS A SUMMER RESORT.

In the whole United States between the Atlantic sea-coast and the Rocky Mountains there is but one region which is absolutely cool and comfortable in the hottest summer weather. That region is the Lake Superior country. Lake Superior is so large and so deep and lies so far north that its waters do not get warmed up in summer; they carry throughout the whole heated season something of winter's chill and the breezes that blow over them are delightfully cool and refreshing. You can leave St. Paul on the morning of one of the hottest of the dog-days, when the sultry air makes life a burden, and reaching the shores of Lake Superior the same evening you will find a light overcoat not at all superfluous. Ashland has no

special advantages of coolness over other points on the south shore of the lake but it has one thing which no other place possesses, namely, a large hotel facing the water and built with a special view to the comfort of summer guests. It has also a spacious and picturesque bay where rowing and yachting are safe diversions. These features commend it to the summer tourist; besides, there are many points of interest on the shores of the bay and on the Apostle Islands which afford motives for pleasant excursions by steamer or sail boat. A great deal of historic interest attaches to the Apostle Islands; the first white settlement in the Lake Superior country was made on Madeline Island, the largest island of the group, and the little church erected by the French missionaries at La Pointe 216 years ago is still standing.

ASHLAND'S COMMERCIAL SITUATION.

There are only three natural harbors on the entire south shore of Lake Superior; one of them, (not a good one) is at Marquette, where a city has already grown up under the stimulus of great iron mines in the neighboring country. Another is at L'Anse at the head of Keweenaw Bay. The third, and much the best and most capacious, is Chequamegon Bay, at the head of



ASHLAND.—ASHLAND CIGAR & TOBACCO CO.'S BUILDING.

secure harbors at such cities as Cleveland, Chicago, and Milwaukee was done by nature here and in a much more effective manner.

As a Lake Superior port it will be seen that Ashland has great and peculiar advantages. Now let us glance for a moment at its position with regard to inland trade. The northern portion of Wisconsin and the northern peninsula of Michigan are covered with immense forests of pine and hard-wood and farm land is only secured by clearing off the timber. The wealth of this region consists chiefly in its timber and its iron ores. These articles naturally seek the cheap water highway of the Great Lakes for their route to eastern markets. For a large extent of country in both Wisconsin and Michigan, Ashland is by its agricultural position the natural lake port. The iron ores of the Gogebic range come down to the Ashland docks by a descending grade of about fifty feet to the mile, so that an engine can haul down as many loaded cars as it can haul empties back. This remarkable facility and cheapness of transportation from the mines to the ore docks makes it certain that Ashland's ore trade can never be diverted to other points. As fast as the forests are cleared by the operations of the lumberman and charcoal burner farmers occupy the land, and as

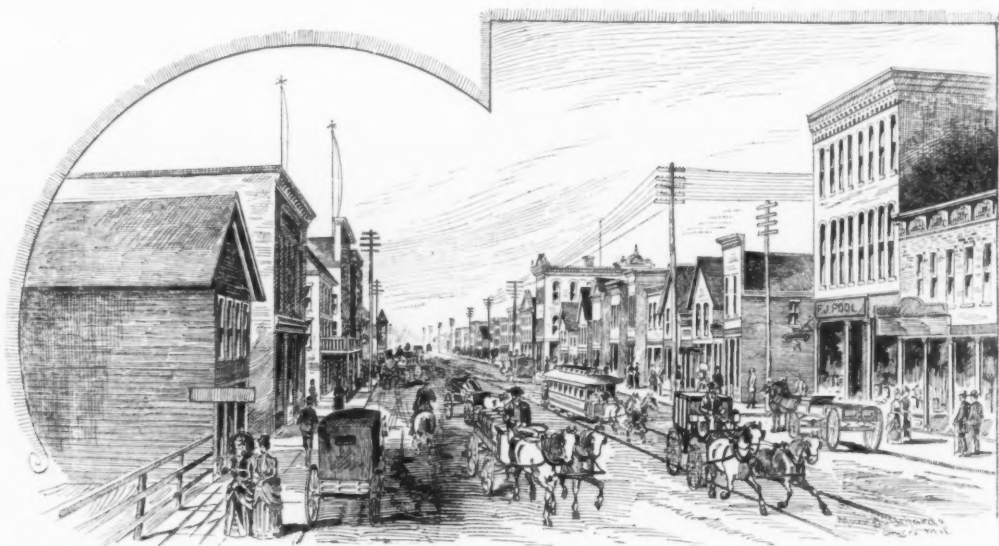


ASHLAND.—NORTHERN PACIFIC R. R. STATION.

consin and Northern Michigan, which showed the presence of iron ore on the Penokee Range about twenty miles south of the bay. What happened in very recent years on the Gogebic Range, in the development of a great iron mining industry, it was expected when Ashland was founded would come to pass on the Penokee Range. Indeed, when the Wisconsin Central Railroad built south of Ashland to

later its prospects were so gloomy that the county officers moved over to La Pointe, on Madeline Island. In 1873 Ashland recovered her lost honors as the capital of the county.

The first newspaper in the town, the *Press*, was established in 1872 by S. S. Fifield, who still publishes it with a measure of success that very few editors enjoy, having made a comfortable fortune from his



ASHLAND.—VIEW ON SECOND STREET.

years go by the agricultural settlement of the country tributary to Ashland steadily increases. The railroad facilities of the place are now so good that trade with the surrounding country is fast growing and wholesale houses have already been established. Thus to lumbering, manufacturing, shipping, and retail trade is now added the only remaining requisite for a commercial city, namely a jobbing trade reaching out into all the surrounding territory.

ASHLAND NOTES.

Back in the fifties two towns were laid out on the bold plateau where the city of Ashland now stands; the one at the eastern end of the plateau was called Bayport and the hamlet at the western end was named Ashland by Martin Beaser in 1856, in honor of the home of the Kentucky statesman, Henry Clay. The town site was originally selected in 1854 by Aseph Whittlesey and George Kilbourn. It is said that Mr. Whittlesey cut the first tree that was felled on the site of the present city, and that logs from this tree formed a part of the first building erected in Ashland. Dr. Edwin Ellis, still one of the most prominent citizens of the place, was engaged in the first settlement and in all early and recent efforts to develop the town.

The motive that lay back of the first movement for the establishment of a town on Chequamegon Bay was Whittlesey's geological survey of Northern Wis-

consin, in 1872, it was with a view of developing the Penokee ore veins. Unfortunately the ore turned out to be of a poor quality, being lean in iron and high in phosphorous, the very opposite of the rich Gogebic ores mined during the last three years. Thus Ashland's expectation of becoming an iron ore shipping port had to wait more than a dozen years for fulfillment.

The town of Ashland was organized in 1863 and was the county seat from the start, but a few years

printing and other business. Gov. Fifield (he was five years Lieutenant Governor of Wisconsin), printed the first number of the *Press* in Bayfield and brought the papers over to Ashland. A week later he set up his printing office in the second frame building erected in the town. The *Press* (Republican in politics) is now an evening daily with a large weekly edition and is issued from a substantial brick building of its own. Gov. Fifield's residence stands upon the most conspicuous point of land jutting into the bay and



ASHLAND.—ST. JOSEPH'S HOSPITAL.



ASHLAND.—ROMAN CATHOLIC CHURCH.

commanding superb views over land and water. On an adjoining street the Gov. has six handsome cottages occupied by his personal friends, and in his spacious grounds, accessible to the occupants of all the neighboring houses, he has erected a neat little club house with a billiard room, a reading room, and a broad piazza looking out on the bay. In summer this is a favorite resort for a legion of the Governor's friends. The *Ashland News* was established three years ago as a Democratic weekly by John S. Saul, who was formerly one of the owners of the Jamestown, Dakota, *Capital*. The *News* now publishes a daily morning edition which receives the telegraphic report and shows evidences of prosperity.

With pine forests all around it and numerous saw mills in the town Ashland was naturally a wood built place in the early stages of its growth; in fact the era of brick construction can hardly be said to have commenced until last summer, for before that time there were but three brick structures on the main street. Of these the *Press* building was the only



ASHLAND.—PRESBYTERIAN CHURCH.

one that was at all conspicuous. A number of handsome brick blocks were put up last summer; those of the Northern National bank, the First National bank and the Vaughn Library being especially meritorious for handsome and solid architecture and excellent interior finish.

Ashland is long and narrow in its shape, skirting the shores of the bay for over three miles. The main business thoroughfare is Second Street, which extends from the ore docks, on the east, to the furnace on the west and is over two miles long. For fully a mile of length it is continuously built with stores.

The Armour Packing Co., of Chicago, has a branch house here and Swift, Armour's chief rival, is about establishing one.

Real estate, since the remarkable and short-lived craze of the Spring of 1887, has not been at all inflated in value. The highest price paid recently for a corner on Second Street was \$200 per front foot. There are good opportunities for investment in business, residence, suburban and water front property which will be certain to appreciate in value in a few months.

Complete arrangements have been made for moving all of the

machinery, tools, patterns and appliances of the North Star Iron Works of Minneapolis to Ashland. A company will be organized immediately under the laws of Wisconsin with the corporate name of the North Star Iron Works Company of Ashland, Wis. and in a few days the company will



ASHLAND.—COUNTY COURT-HOUSE.

make contracts for the erection of buildings here, with many improvements added for the manufacture of all classes of iron work required in the construction of buildings and repairs of steamboats, together with the latest improved machinery. When completed the plant will have a capacity for the employment of 200 men. From fifty to ninety cars will be required to make the transfer to Ashland, and from five to ten acres of ground for its accommodation. Eight buildings or more will be erected. The building for patterns alone will be two stories, 50x172 feet; for the foundry proper a building 50x100 feet, one story; machine shop the same dimension; blacksmith shop, separate boiler and engine buildings, repair shop, 40x100 feet; separate buildings for lathes, planers and tools. The works will be located on the bay accessible by water and railroad, a track for the use of all lines to be put down immediately and docks erected.

ASHLAND PORTRAITS.

Col. John H. Knight, who has just been re-elected mayor of the city, having been chosen at the first charter election in 1886, is an active business man and one of the wealthiest capitalists and property owners in the city. He is secretary and treasurer and the largest stockholder in the Superior Lumber Company whose stockholders are composed of such men as Secretary Vilas, ex-senator Rust, of Eau Claire, and many other prominent capitalists. Mayor Knight is also a director in the Ashland National bank and the First National, the former one of the strongest institutions in the Northwest. He is a director in the street railway company and many other enterprises. No Wisconsin man has more influence at the national capital than he. In fact the big appropriation

for Ashland harbor just secured was effected by his work. Col. Knight is prominent in State and National politics, his election as a delegate at large to the St. Louis convention proving this. He has repeatedly refused a nomination on the Democratic ticket for Congress from the Ninth district. Col. Knight was born in the town of Dover, Kent County, Delaware, on Feb. 3, 1836. He studied law in the Albany school until the year 1859, in which year he

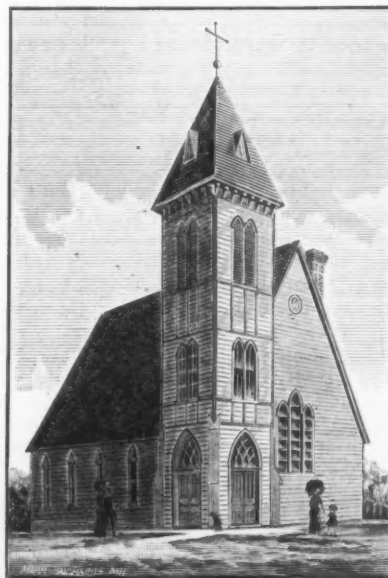


ASHLAND.—PUBLIC SCHOOL-HOUSE.

graduated. When President Lincoln called on all loyal unionists to stand by the flag he raised a company in his town, and, refusing to command it, went into the service of his country as first lieutenant. In 1862 he was appointed to the staff of Gen. H. H. Lockwood as assistant adjutant general of volunteers. He remained in the army to the close of the war, when he was stationed at Detroit as mustering and disbursing officer. Toward the end of the year 1865 he came to Bayfield, commissioned as agent for the Chippewa Indians in the La Pointe district, which office he held until appointed receiver of the land office at Bayfield. In 1880 he came to Ashland, when the Superior Lumber Company was organized. Shortly after this joining hands with J. O. Hayes, they together controlled for a long time a successful law practice.

E. A. Shores was born at New Marlborough, Mass., Aug. 14, 1845 and came west at twelve years of age. He remained in Illinois one year and went to

Manistee, Mich., in the summer of 1858. Then he clerked in a store until June 1861, then enlisted in the Twentieth Ind. Vols., and served in the Army of the Potomac until Lee's surrender at Appomattox court house. In the summer of 1865, he returned to Manistee, Mich., and engaged



ASHLAND.—EPISCOPAL CHURCH.

in the lumber business. He came to Ashland in the summer of 1882, to look up a new field for lumber operations, Ashland at that time being a village of about 1,200 inhabitants. Since then he has been connected with every important event in the new and growing city. He helped organize the Ashland National Bank and the First National Bank in the city. Of the latter bank he was a director until the fall of 1886, when he withdrew and helped organize the Northern National Bank of which he is president. He was one of the charter members to organize the Holly system of water works and the Ashland street railway. He is now carrying on an extensive business in lumber and pine lands, being associated in the lumber business with John Caulfield and E. G. Tiler, of Manistee, Mich. In the summer of 1887 he helped organize the Shores Building Association which built the Shores Block, one of the finest buildings in the city or the Northwest. He is president of the Association. All old soldiers find in him a warm friend. At present he is commander of George A. Custer Post, G. A. R.

Thomas Bardou is, perhaps, the most wealthy real estate owner and capitalist in the city, and his wealth is variously estimated at from \$1,000,000 up. He came to Ashland in 1872 and, without scarcely a dollar amassed a fortune in a few years. He was born Oct. 22, 1848, at Maysville, Ky. He purchased much land when he came to Ashland and became interested in various enterprises until he found himself rich. Mr. Bardou is Treasurer of the Ashland Street Railway Company, Treasurer of the Ashland Lighting Company, Vice President of the Ashland National Bank, a director in the First National, and head of the firm of Bardou & Kellogg. Before Ashland was a city he served two terms as town "mayor," or chairman of the board. He is president of the Business Men's Association and is an active worker for the interests of the city. He is one of the heaviest stockholders in the Northern Chief Iron Company, which owns the fee simple of nearly all the big mines on the range. It collects royalty from the parties working, and the big Colby mine is included. Mr. Bardou's income from this source is something enormous. He is deeply interested in Ashland's welfare and always takes an active part in all movements for its advancement.

Dr. Edwin Ellis is with but one or two exceptions the oldest pioneer now residing in the city. He came to the Lake Superior region when not more than three or four huts graced the spot where the city of Ashland now rests and entered a homestead on the ground now known as Ellis' division, comprising nearly half of the city. Com-

estimated at \$100,000. He is largely interested in business property and city corporations; is a director in the First National Bank, Northern National, street railway, and Chairman of the County Board. He is a thorough and a typical Englishman, and was born in Oldham, Lancashire, England, in the year 1850. He came to this country and graduated at Rush Medical college, Chicago, whence he came to this city in 1881. He has established an enviable reputation as a skillful physician and has a large practice.

Mrs. E. Vaughn-Mackinnon is one of the earliest settlers of this section of the country, having located at Bayfield twenty-four years ago. Long before the present Ashland was thought of, she taught some of the La Pointe Indians how to read and write. She has been from her early girlhood a lady of sterling worth to this country. Years ago when Ashland consisted of a few log houses and a half dozen stores—before there was even a trail through the woods that led to civilization, many hundreds of

James E. York was born in 1846, in Wednesbury, South Staffordshire, England, the centre of the iron and steel district of England. At ten years of age he entered into the service of the Patent Shaft and Axle Company of the same town, and was in their service twelve years. He then came to America and engaged with the Rensselaer Iron and Steel Company, Troy, New York, and was employed in the first Bessemer steel works, then in course of erection in the United States. From Troy, he went to Ohio as manager of the finishing department of Swift's Iron and Steel Company; then to Portsmouth, Ohio, as manager of Burgess Steel and Iron Works. He left this company to rebuild the New York and Ohio Iron Company's Works at Ironton and subsequently returned to Portsmouth to take charge of the Portsmouth Iron and Steel Works. Mr. York's next engagement was as manager of the Birmingham Rolling Mill at Birmingham, Ala. Returning North he organized the York Iron Company at Black River Falls, Wis., and after seeing this company well started and with an excellent reputation for their product he organized the Ashland Iron and Steel Company at Ashland. Mr. York deserves honor as the pioneer of the movement to establish steel works and blast furnaces at the head of Lake Superior. Probably no man in the United States of his age has had as large and successful experience as he in the iron and steel making industry.

Burt B. Scott is one of the men who take special interest in the welfare of his city. Although not a millionaire, Mr. Scott contributes heavily towards securing any enterprise to the city and his whole efforts are put out when once he determines to do it. Mr. Scott is in the council as alder-



ASHLAND.—RESIDENCE OF REV. ANGUS MACKINNON.



LIBRARY IN RESIDENCE OF REV. ANGUS MACKINNON.

binning the medical profession with the drug business as the little town became populated he soon was in fair circumstances. In spite of the many setbacks which the struggling little town received he was not discouraged and always predicted a bright future. To-day his hopes are realized and he is wealthy beyond his fondest expectations then entertained. Dr. Ellis still practices his profession although the largest landholder in the city. He is an excellent and shrewd business man and has keen foresight. He is President of the First National Bank, of the Street Railway Company, of the Lighting Company, a director of the Ashland National Bank, and is prominent in many secret societies, besides being actively engaged in buying and selling real estate. The doctor has been county judge a number of years. His health is excellent although he is nearly seventy years of age.

Dr. Geo. W. Harrison, President of the City Council, came to Ashland in 1881, and, becoming interested in good mining property on the Gogebie range, amassed a fortune

miles away, this lady was a member of a "Literary," organized by a half dozen progressive young people, and in a paper which she then read on "The future of Ashland," she predicted nearly everything about the growth of the place that has taken place during the past few years, the development of the iron mines, railroads, iron furnaces, water works, paved streets and to a dot the present limits of its thoroughfares. She is a representative Ashland lady.



PARLOR IN RESIDENCE OF REV. ANGUS MACKINNON.

man from the fourth ward, and efficient and good work he has done too. He is very popular all over the State among Republicans, having a smooth, polite and gentlemanly manner which is very winning. Mr. Scott came to Ashland in July, 1883, engaging in the business of contracting and building and meeting with good success. He built the Shores block, the Odd Fellows, the Vaughn Library building, the First National block, the Post-office, the Lake Shore round house and any number of large structures. He has been deputy superintendent of the State fisheries



HON. S. S. FIFIELD, OF ASHLAND.

commission, was three years engrossing clerk of the State Senate and is now County Treasurer.

Samuel S. Fifield, editor and proprietor of the Ashland Press, was born in Corinna, Penobscot County, Maine, in 1839, received a common school education in Bangor and removed with his father to Rock Island, Ill., in 1853 and to Prescott, Wis., soon after. He learned the printer's trade at Taylor's Falls, Wis., and in 1861 started a newspaper at Osceola, in that State. In 1872 he sold his paper and



DR. GEO. W. HARRISON, OF ASHLAND.

started the Ashland Press in company with his younger brother. He has always been a prominent man in the public affairs of Wisconsin, and since 1867 has almost continuously held positions of trust and honor, having been Clerk of Judiciary Committee, Sergeant at Arms (three terms), Clerk of the House of Representative (four terms), Speaker of the House, Senator (three years) and Lieutenant Governor from 1881 to 1886. Mr. Fifield is connected with the First National Bank of Ashland as its Vice-President and is a director in the Ashland National Bank. He is a director of the Street Railway, a director in the Ash-



HON. JOHN H. KNIGHT, MAYOR OF ASHLAND.

land Lighting Company and also a director in the Ashland Water Company.

Rev. Angus Mackinnon came to Ashland in 1880 soon after completing his collegiate course and was the first pastor of the Presbyterian church. He from the first identified himself with the spirit of progress in the young city and took his place among the enthusiasts who saw a brilliant future before Ashland. After a pastorate of three years Mr. Mackinnon was attacked by an affection of the throat which compelled him to resign his charge and enter on a business life. He was the first secretary of the Business Men's Association, an organization which has done more than any other agency in bringing about the present growth and prosperity of the city. He was also Secretary of a number of the first iron companies formed after the discovery of iron on the range, serving also one year as Justice of the Peace. Although in active business life Mr. Mackinnon has not forgotten his first love but preaches occasionally when circumstances demand. Lately he has been compelled to spend much of his time in the Southern States but returning to Ashland every summer he still watches with interest the progress of the little village of 1880 towards a great city.

ASHLAND ENTERPRISES.

The Ashland Cigar and Tobacco Company was organized in the fall of 1887 and is the leading institution of the kind in Northern Wisconsin, employing nearly 100 skilled workmen. The factory building on Ellis Avenue is a monument to that thoroughfare. Messrs. Levy and Ginsburg, the principal proprietors, have introduced a brand of



THOS. BARDON, OF ASHLAND.

cigars which, although upon the market less than four months, have become a household word in the Northwest. Everyone smokes the "Optate," a straight ten cent cigar which is made of pure Havana tobacco. The factory is turning out a large number of other brands which are becoming famous, and is supplying the retail trade in all surrounding towns, reaching from Duluth on the west to Marquette on the east and south as far as Milwaukee.

Edwards and Quam transact a big business in real estate in the Hencke block on Second Street east near



F. A. SHORE, PRESIDENT NORTHERN NATIONAL BANK OF ASHLAND.

Ellis Avenue. The firm has a large and excellent assortment of bargains on their extensive list including lots in nearly every ward, division and sub-division in the city. The firm represents some of the largest property owners, both resident and non-resident, and has a reputation for fair, square and honorable dealing.

The oldest law firm in the city is that of Tomkins & Merrill. Mr. W. M. Tomkins, the senior member, is rated as the best practitioner in the country and is heavily



JAS. E. YORK, GENERAL MANAGER ASHLAND IRON & STEEL COMPANY.

interested in city corporations. He is secretary of the Ashland Lighting Company, of the Street Railway Company, and a director in both the Ashland and First National banks. Geo. F. Merrill, the junior member is one of the best lawyers in the city and is interested in all enterprises which will advance Ashland's growth. He is interested in the banks, the Street Railway Company the Lighting Company, and is the representative of this district in the State Senate.

A. B. Noble conducts a general realty business in a neat office at the corner of Second Street and Sixth Avenue

West. He came to Ashland when it was a baby, and consequently knows the value of every rod of dirt in the place. As a result his business is large, and he is regarded as one of the most prominent and responsible men in that line. He has listed upon his books some of the most desirable properties in Ashland, both improved and unimproved.

Van Dooser, Hamilton & Sandon, real estate agents, occupy palatial offices in the Shores Bank building, and are a representative firm. They handle property for a long list of patrons residing in all parts of the country, and, as the record in the register of deeds' office will show, do an immense business. It is a common expression by strangers who visit Ashland that this firm must control a large share of the city real estate. Hardly a vacant lot but has their sign upon it. The firm is one of the most responsible in Ashland.

Robert C. Heydlauff, one of the leading real estate agents of the city, came to Ashland five or six years ago,



MRS. E. VAUGHN-MACKINNON, OF ASHLAND.

and "struck it rich" in dirt. He is now a member of the Common Council, secretary of the Business Men's Association, and one of the most progressive among the many pushing business men of the city.

Chas. Fisher is Secretary of the Ashland Abstract Company and has his office in the court house. He has the finest set of abstract books in the county. The most prominent real estate dealers are interested in the company.

The First National Bank has just moved into its elegant \$40,000 block on the corner of Second Street and Ellis Avenue. This bank was organized with a cash capital of \$50,000 in November, 1886, since which time it has conducted a very successful business. Its officers are: President, Edwin Ellis; Vice-President, Sam S. Fifield; Cashier, C. E. Street.

The Northern National organized in December, 1886, and opened business on Jan. 2, 1887, with a capital stock of \$100,000, the largest of any bank in the city. It transacts a great deal of business, nearly all the wealthy lumbermen making it their depository. President, E. A. Shores; Vice-president, Fred Fischer; Cashier C. F. Latimer.

The Ashland National is without doubt the strongest banking institution in the city, although it carries a capital stock of only \$50,000. It has a surplus of \$30,000 and is a United States depository. It is the oldest concern in the city and transacts more business than any other bank. Its officers are: President, Allen C. Fuller, of Belvidere, Ill.; Cashier, Newton I. Willey.

The Superior Lumber Company is the largest institution of the kind on Lake Superior, and is the wealthiest corporation in the city. Its mills and yards cover a large share of the bay front west of the central part of the city, and are surrounded and penetrated by numerous railway tracks. Last year the company sawed and put on the market 21,000,000 feet of lumber of different kinds, using in its shipment some of the largest vessels on the lakes. The company also has a big market in the west and many entire trains are made up weekly of the product of its mills. The principal stockholders are Col. John H. Knight, Col. W. F. Vilas and William A. Rust. The mills give employment at some seasons of the year to 400 men. Its camps are distributed over the territory surrounding Ashland. This year the output of the mill will be much larger than last.

S. S. Vaughn was one of Ashland's earliest settlers. He cast his lot with the place when it was a hamlet in a little

clearing in the forest. He believed it could be a big city and up to the time of his death strove to see his fond hopes realized. As Ashland began to grow from a village to a metropolis he died, his call to the next world being sudden and unexpected. He had amassed considerable wealth, and while upon his death bed gave directions to his wife—his last wishes—for the erection of a magnificent monument, the Vaughn Library block, upon the corner of the avenue named after this distinguished pioneer and Second Avenue West. The building, a three story Philadelphia brick, was completed this past winter, and is one of the finest in the city, containing besides the large rooms devoted to the library, store, office and assembly rooms. The library books are now being purchased at a cost of \$5,000 and in a few weeks the institution will be thrown open to the public. The building cost about \$45,000. The rent from the office and stores will be expended in the purchase of books for the library, which will be a sum sufficient to make the collection second to none in the Northwest.

Thomas Bardon, although heavily interested in all kinds of enterprises in the city, which occupy very much of his attention, conducts a real estate and fire insurance agency in a cozy office on Second Street opposite the court house. He deals in all kinds of property—business, residence and acreage—all of which he owns himself, doing no commission business. He also does a heavy loan business on good security and is rated as a very shrewd business man, to which fact his success is owing. Besides his real estate business Mr. Bardon represents all the first-class fire insurance companies in the world, this branch being very efficiently attended to by Mr. Peter Lamal, an experienced insurance man.



REV. ANGUS MACKINNON, OF ASHLAND.

THE ROBIN.

My old Welsh neighbor over the way
Crept slowly out in the sun of spring,
Pushed from her ears the locks of gray,
And listened to hear the robin sing.

Her grandson, playing at marbles, stopped,
And cruel in sport, as boys will be,
Tossed a stone at the bird who hopped
From bough to bough on the apple tree.

"Nay," says the grandmother, "have you not heard,
My poor, bad boy, of the fiery pit,
And how, drop by drop, this merciful bird,
Carries the water that quenches it?"

"He brings cool dew in his little bill,
And lets it fall on the soil of sin:
You see the mark on his red breast still
Of fires that scorch as he drops it in.

"My poor bron ruddy! my breast-burned bird!
Singing so sweetly from limb to limb,
Very dear to the heart of our Lord
Is he who pities the lost like him!"

"Amen," said I to the beautiful myth;
Sing, bird of God, in my heart as well;
Each good thought is a drop wherewith
To cool and lessen the fires of hell.

"Prayers of love like raindrops fall,
Tears of pity are cooling dew,
And dear to the heart of our Lord are all
Who suffer like Him in the good they do!"

JOHN G. WHITTIER.

THE ORIGINAL STATE OF MAN.

In the cycle of phenomena presented by the life of man, the animal, no more moral end is discernible than in that presented by the lives of the wolf and of the deer. However imperfect the relics of prehistoric men may be, the evidence which they afford clearly tends to the conclusion that for thousands and thousands of years, before the origin of the oldest known civilizations, men were savages of a very low type. They strove with their enemies and their competitors, they preyed upon things weaker or less cunning than themselves; they were born, multiplied without stint and died, for thousands of generations, alongside the mammoth, the urus, the lion and the hyena, whose lives were spent in the same way, and they were no more to be praised or blamed, on moral grounds, than their less erect and more hairy compatriots.

As among these, so among primitive men, the weakest and stupidest went to the wall, while the toughest and shrewdest, those who were best fitted to cope with their circumstances, but not the best in any other sense, survived. Life was a continual free fight, and beyond the limited and temporary relations of the family, the Hobbesian war of each against all was the normal state of existence. The human species, like others, plashed and floundered amid the general stream of evolution, keeping its head above water as it best might, and thinking neither of whence nor whither.—Prof. Huxley in *Popular Science Monthly*.

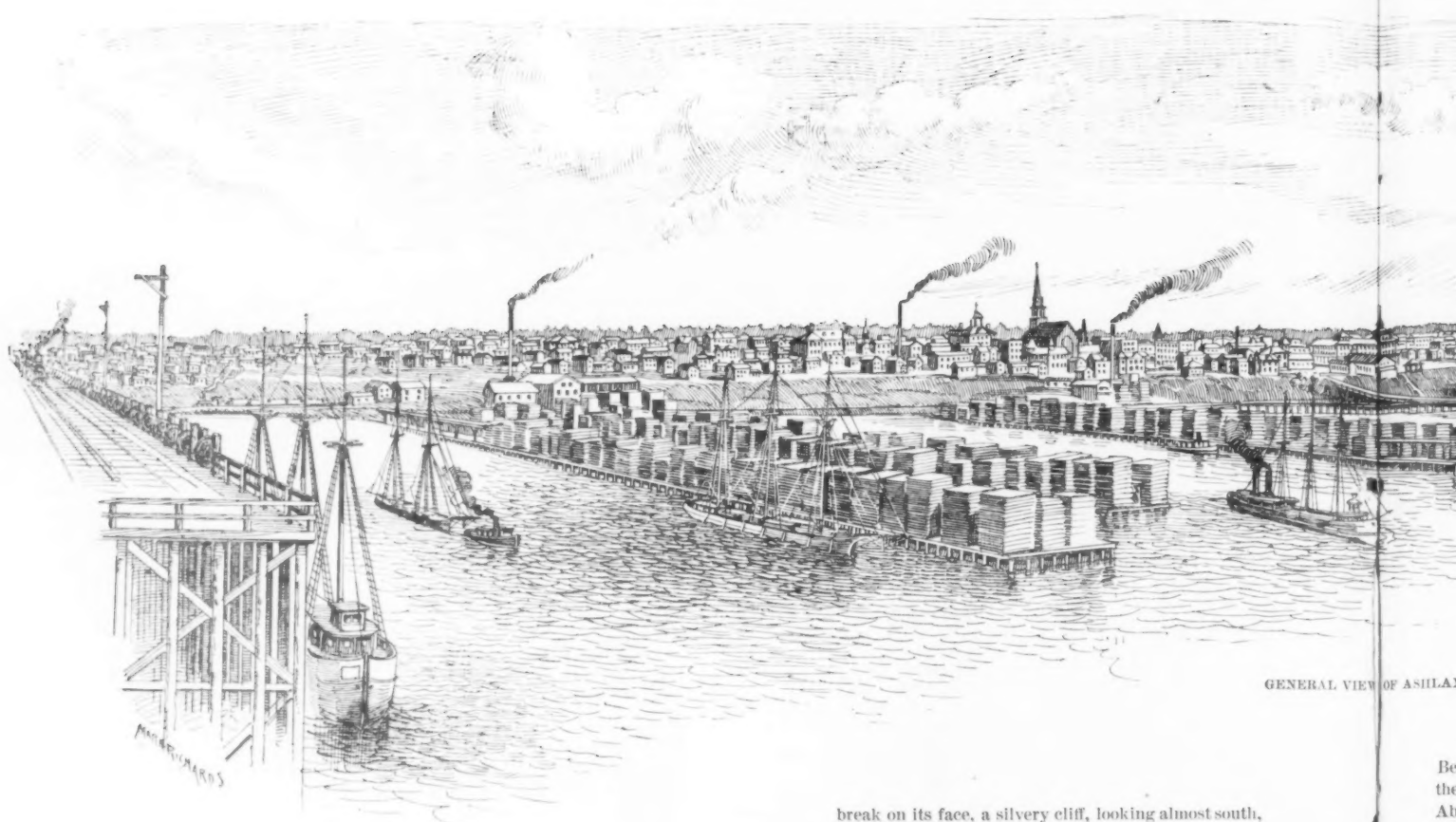
SENATOR INGALLS' SUPERSTITIONS.

"I have always been dreamy and contemplative, living in a subjective realm and pondering on the meaning of life," said Senator Ingalls in a recent conversation. "When I was about six years old I was one afternoon down on the bank of a familiar stream that crept into a pool at that point near my home, and I was thinking about the problem of whence and wherefore that has puzzled me ever since. Suddenly a



DR. EDWIN ELLIS, OF ASHLAND.

strange shadow fell on that lucent pool, in the shadow I saw a certain date vaguely and tremulously outlined. I was impressed that it was the date of my death. Perhaps it was not, but the impression was vivid and permanent. I have never shaken it off. I never would begin a journey on Friday or any important piece of work, and there is a number, other than the date I have alluded to, which has been so uniformly disastrous to me that I always avoided placing myself in relations with it. If I were about to take the train and saw the fatal number on one of the cars I should go back and wait for the next train. Of course, people say this is all foolishness, but what do we know of the hidden purposes that hem us in and impel us on our way?"—*Pittsburg Times*.



GENERAL VIEW OF ASILUK

ROCKY MOUNTAIN SCENERY.

W. S. Bainsford in Scribner's Magazine.

As to scenery, there is a grandness, a loneliness, a majesty about the views in the Rocky Mountains that cannot be surpassed. Here you have not snow to the same extent as in Switzerland, though I have seen a snow-field fully fifteen miles long and ten broad, and no one can guess how many hundred or thousand feet deep, in the almost unexplored granite range that lies between Clarke's Fork Mines and the Northern Pacific Railroad. But the rocky scenery is wonderful—wonderful in form, wonderful in color, and wonderful in size. The very solid earth seems sometimes to gape asunder; as you enter some canyon you can scarcely persuade yourself you are ascending, since the mighty walls of rock on either hand so lean over to each other that it seems as though the path led downward and not, as it does, upwards. One of the finest bits of rocky scenery I remember to have seen anywhere is within three day's easy ride of the Northern Pacific Railroad, and on the road to Cooke City mines. A long valley, some twenty-four miles, leads easily up to the divide from the East Fork of the Yellowstone, narrowing as it rises.

Some seven or eight miles from Cooke City mines on the left as you ascend, a vast wall of basalt rises almost sheer from the bed of the stream. It cannot be less than 3,500 feet in height, and I should fancy, is over a mile along its base. When I first looked up at its great, dark breast, it was braided all over with a hundred milky, wavy, flashing water-falls. For a week we had almost continuous rain, and these warm showers, for it was July, had hastened the destruction of the snow-beds on its crown, and down to the valley fell or trickled, literally, hundreds of streams, separating, spreading, uniting, and spreading again, as they crept or thundered downward. No words can convey any idea of the mingled beauty and grandeur of falling water and immovable basalt, when smitten by the glory of the setting sun. One autumn evening, two years after, we camped at the same spot. We

were smoking the last pipe of peace before turning in, when one of our party noticed a clear light falling on the summit above us. As we watched, the light crept slowly downward; at first we scarcely realized that it was the moon. We were down, remember, in a veritable chasm, one side of which—the side before us—was about 3,000 feet higher than the other, and thus the moon-beams lit up its edge long before they touched the little prairie at its feet, where our camp lay. A great belt of clouds lay on the rocky ridge at our back, and athwart these the moonlight passed, casting their moving shadows on the great, gray mirror we were looking up at. What grotesque shapes they took, as they wound and unwound their folds! There we sat and watched them, until at last such moonlight as you can only see when you are almost 7,000 feet above the damper, denser air in which ordinary life is to be sustained fell full into the gorge.

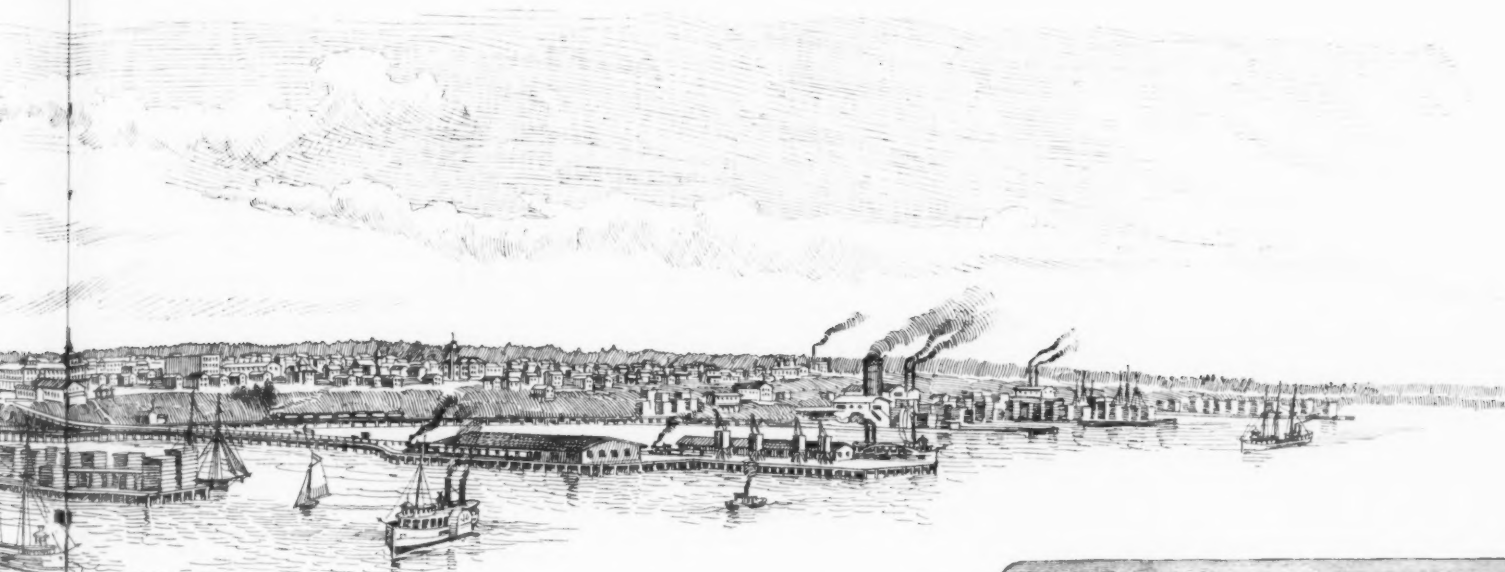
I recall, too, another bit of rocky scenery as unlike this one I have tried to sketch as I can well fancy is possible, and I single it out of a possible score of such places because it, like the first, is accessible to ordinary travellers—the mouth of Clarke's Fork Canyon. Clark's Fork River rushes to the plains through one of the grandest canyons in the Rocky Mountains. For fifteen miles an old and difficult hunter's trail leads down its precipitous sides; but this is not much used at present, such travel as does find its way to Cooke City Mines, from the eastward, going over the long, but comparatively easy, ascent of Dead Indian Mountain. At a first glance, the river-gorge is absolutely impassable; a sentinel-cliff seems to guard its mountain-solitudes and bar all human progress upward. I have heard my hunter say that, when trout-fishing in one of the deepest spots in that canyon, he saw clearly the stars at mid-day; and I believe it, for even where the steep trail passes—and it passes at a considerable height above the torrent, and so avoids the deepest gloom—it is murky enough. But the view of the rocky gate-way to this chasm is alone worth a journey, and of it I wish to speak. Sheer from the water, without one

break on its face, a silvery cliff, looking almost south, rises 5,000 feet into the sky. I do not know, I am ashamed to say, the nature of the formation, but in the sunlight its sheen is most silvery. Opposite it stands a mountain so rocky and precipitous that no man or beast can ascend it—here and there belted with pine, and as dark as its brother-sentinel is fair. I saw these one early morning in September, when we had turned unwillingly homeward, resisting the strong temptation of a first tracking snow; saw them all crusted and crowned with their first winter icing. As we rode, we were not a mile from their bases, yet these were absolutely invisible, shut out by a solid wall of dense white cloud; but their heads, for the topmost thousand feet or so, were clear as sunlight could make them.

An ordinary hill of less than 2,000 feet looks Alpine when you are near its base, if that base be hidden in fog and the crown be clear. Many who read this can doubtless recall experiences, on misty mornings, when on the canoe, or lake-shore or river-bank, they looked up at cloud-girdled mountains that, when thus seen, seemed so vast in their proportions they could scarcely believe them to be the old companions of the night before. But these rocky solitudes, seen as we saw them that morning—well, I can liken them to nothing I know of. We were not an especially emotional party; but they did seem to us that morning, as they towered aloft into the limitless ether, to belong to another "land that is very far off."

SKAGIT RIVER VALLEY, W. T.

The Skagit River Valley, by far the richest in the Territory, has been hitherto but scantily mentioned by the newspapers of the Territory. Very few of our citizens are aware of the fact that thousands of acres of the most productive land awaits the settler in that region. In fact, there is only a very small number who know where it is at all. Thousands of immigrants are arriving on the Sound every week, but only very few of them find their way to the Skagit Valley, while the majority failing to find anything to induce them to stay return East. Were more attention paid to those parts of the Territory which are adapted to agriculture, a more healthy development would soon be apparent.

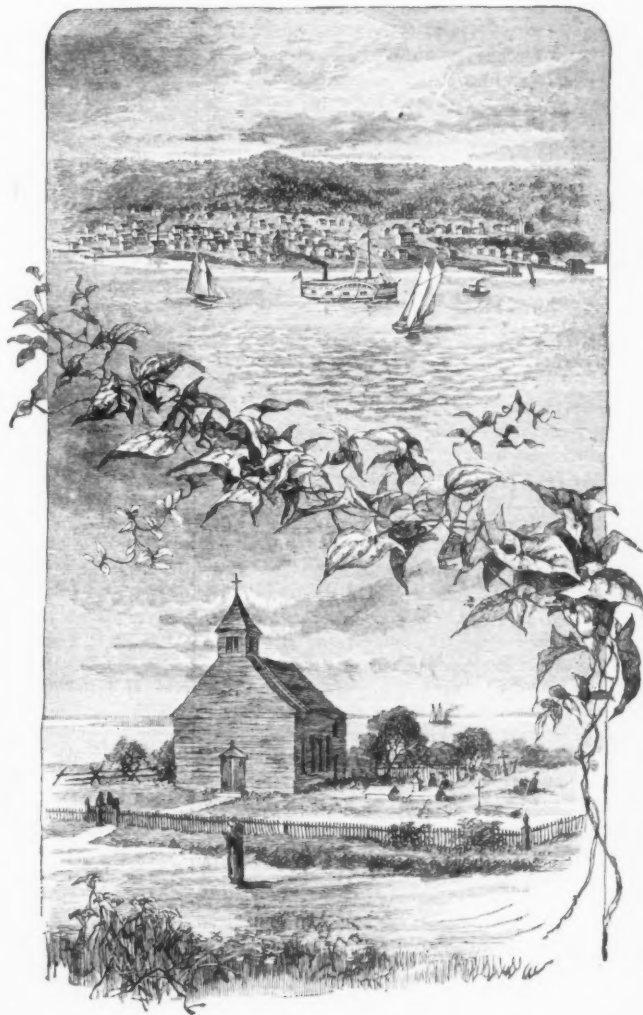


AL VIEW OF ASHLAND, WIS., FROM THE M. L. S. & W. RY ORE DOCKS.

Below Sterling the land is nearly all taken up, but there is a large tract above it still open for settlement. Above Sterling the valley ranges from four to two miles in width of rich bottom lands; the side hills rise on the north bank gradually to a height of about

4,000 feet, but on the south the ascent is rather abrupt. Still there are at intervals some beautiful nooks on this side, having from 400 to 500 acres of good land, which are perfect little paradises. The climate of the Skagit Valley is unlike any other part of the Territory. Protected on all sides from the chilling north and east winds, it is remarkably mild in the early spring, and those spring frosts so damaging to fruit are entirely unknown.

The area of the valley may be estimated as follows: Below Sterling, eighteen by fifteen miles; above Sterling, six by eighty-five miles; tributaries, Sauk, Cascade and Baker, thirty-five by six miles, giving a total area of 1,090 square miles of bottom lands. Lately a few settlers have taken pre-emptions in the Sauk and Cascade valleys, and are doing extremely well, the land being just as productive as on the lower reaches of the river, the only inconvenience they feel being the limited means of transportation at their disposal. As a means of transportation the river could be very much improved. At the present time snags almost block up the channel and steamers have great difficulty in getting up as far as the Baker River. There is quite a contrast between the Skagit River and the Fraser River, in British Columbia. The Fraser River is constantly looked after by the Government and all obstructions to navigation removed, while the Skagit, just as important to Washington Territory as the Fraser is to British Columbia, is left to take care of itself. It is hard to understand why a government, having a treasury full to overflowing, does not pay more attention to these public highways, the natural means provided by nature of ingress and egress to and from the interior. A moderate outlay annually on improvements on this river would materially lessen the annual floods which do so much damage to crops, etc., and make the river navigable for over sixty miles from its mouth, and provide for the settlers along both banks of the river, for that distance, a safe

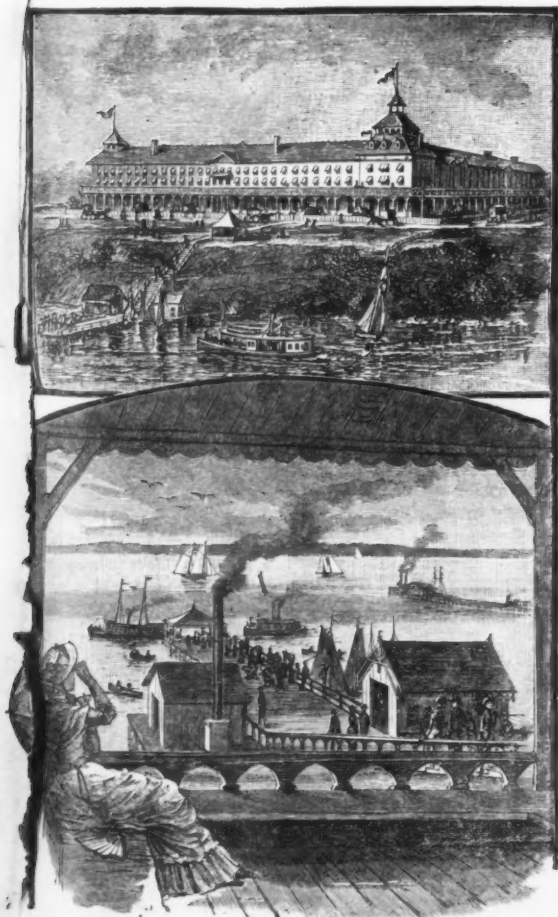


BAYFIELD, WIS., AND OLD MISSIONARY CHURCH AT LA POINTE.

means of transportation. Such a great public good is surely worthy the attention of Congress.—*Cor. Seattle Press.*

Few Widows and no Old Maids.

There are few widows and no old maids in this country. Every girl has a thousand admirers. The climate of Washington Territory places a beautiful and attractive blush upon the countenance of children and ladies. This is a poor country for idlers and women who will not marry. All others do well.—*Colton (Wash. Ter.) Eagle.*



ASHLAND.—1. THE CHEQUAMEGON. 2. VIEW FROM HOTEL PIAZZA.

THE EUREKA FLAT COUNTRY.

Westward and adjacent to the famous Walla Walla Valley, in Washington Territory, is a great plateau known as Eureka Flat, that because of its wonderful wheat producing ability has recently obtained well nigh a national reputation. This section is divided into the Upper and Lower Flats and comprises an area of about 150,000 acres of fine ashy loams exceedingly rich in those essentials that produce as fine wheat as is raised on the continent. On the western border of this wheat land is the magnificent Columbia, northward flows the turbulent Snake, on the east the meandering Touchet, while skirting its southern border, flows the clear, placid and historic Walla Walla. Of these, the Columbia and the Snake are alone navigable. From Riparia on the extreme northeast, all along the eastern and southern border through Waitsburg and Prescott, past Walla Walla in her unapproachable loveliness to Wallula, the O. R. & N. Company's main line of railroad extends. Northward from Wallula to Ainsworth, a distance of thirteen miles, the main line of the Northern Pacific extends, and near that point a recently completed railroad bridge spans the Columbia River. Thus far the farming operations of this section, which as its name implies is a comparative level country, have been confined to the northeastern portion chiefly because of its attested fertility and proximity to the railroad and the Snake River. There is no question, however, that had it not been for the facilities offered by the O. R. & N. Co., both by rail and river, this now very important section would yet be a stock range, and not the home of hundreds of thriving farmers and the scene of the very active road building by the O. R. & N., and the O. & W. T. railroads, which are now endeavoring to bisect this region with such persistency as to threaten a paralleling of their lines and branches in and across this entire country.

About 75,000 acres of this district are under successful cultivation. It is said 30,000 acres thereof have been opened up during the past year, and it is estimated that an equal area will be annually developed and added to the acreage until the entire Flat is subjugated and occupied. And as the average production has been, and no doubt will continue to be, a ton (33½ bushels) to the acre, the importance of controlling the freightage of this section will be readily comprehended. The O. R. & N. people thus far have been the sole occupants of this fruitful field, and as a consequence Portland and the above railroad have reaped the benefit. But there threatens to be a change in the situation and naturally Portland has become somewhat alarmed. The O. R. & N. people have sympathetically become restive, and, under the present able management are determined to hold the territory if possible. The disturbing factor is the O. & W. T. road. This company is under the management of G. W. Hunt who recently constructed a line from Wallula, W. T., to Centerville, Oregon, a distance of thirty-five miles through, perhaps, the finest farming district in America, with a five mile branch from the main line to Helix, also in the heart of a magnificent country. This road expects shortly to build to Pendleton, Oregon, paralleling the O. R. & N. line from Centerville to the latter place.

March 22nd last, G. W. Hunt appeared before the Walla Walla Board of Trade and made in writing the following proposition, viz: "I promise to build a railroad from Wallula, W. T., to Walla Walla, W. T., by the way of Eureka Flat, for the sum of \$100,000 and right of way and depot grounds. The \$100,000 to be paid as follows: One-half thereof to be paid on completion of road and the remainder in one year from the completion of said road, said last payment to draw interest at the rate of six per cent. per annum. Said road to be completed on the route mentioned on or before the first day of January, 1889, and to be built to a point near the head of Eureka Flat on or before December 1, 1888. No subsidy claimed unless road is completed as above stated. Rates to tide water not to exceed rates to Portland.

G. W. HUNT.

Which was at once unanimously accepted by the

Board of Trade, and a canvassing committee of five immediately appointed for work in the city, and vicinity, and a like committee for work on the Flat. The next morning both committees were at work and in a fortnight it was announced that the bonus was an accomplished fact. With equal industry Mr. Hunt put engineers in the field and scarcely a week had passed before the O. & W. T. road began operations at Wallula, and at the present writing have iron laid on eight of the sixteen miles of their graded road bed and apparently supplied with all necessary essentials. This road is rapidly making its way to Estes, the northernmost settlement on the Flat, some forty miles away, where for the present, at least, it will stop.

At some as yet undetermined point on the line there will be a divergence to Walla Walla. Just what route it will come is not known. The engineers themselves are yet in a quandary, but it is believed that it will reach here via Dixie, again penetrating a rich region heretofore solely tributary to the O. R. & N., and paralleling that line from that point to this city. When the O. & W. T. line shall have been located, the engineers thereof will, it is said, survey lines from this city to Milton and to Waitsburg, again reaching out into the O. R. & N. Company's territory at and about those favored localities. This is the situation at present, but there is no doubt but that the rivalry will present some very interesting aspects as time and strategy develops them. The mere building of a railroad from Wallula to the foregoing points would not of itself be a matter of such supreme importance, were it not for the potent fact that at Wallula the O. & W. T. road connects with the Northern Pacific, and that the grain and other commodities that will form freight of the O. & W. T. from the rich regions penetrated by it, will for the most part be apt to go to the enrichment of the ports on Puget Sound, to the apparent detriment of Portland and its feeder the O. R. & N.

To preserve as near as may be the present traffic autonomy the O. R. & N. have commenced to build westward into Eureka Flat from Prescott, an important shipping point on their main line about twenty miles north of Walla Walla, undoubtedly expecting not only to penetrate the real farming center of the Flat, but to obtain all the prestige that the "heading off" of the O. & W. T. in that section affords.

That the O. R. & N. will go to Wallula through the Flat is acknowledged, for the excellent reason that that road intends building from Texas Ferry up the Snake River, to Lewiston, and in coming southward directly through the Flat to Wallula, from Texas Ferry, they have not only a down grade all the way but will have a line shorter by many miles than the present round about way through this city, beside being in position to obtain their share of the annually increasing traffic of the Eureka Flat region. If they do this—come through the Flat from Texas Ferry—they will parallel the O. & W. T. road a greater part of the distance, thus tending to a reduction of rates that must result happily for the farmers along their lines, provided no arrangement is perfected for the consolidation of the lines; the purchasing of the O. & W. T. by the O. R. & N., or vice versa, or a pooling of their earnings.

It is said that the N. P. R. R. is backing Hunt. Whether that is so or not, Mr. Hunt has a fifty year traffic contract with the N. P. R. R. that is satisfactory to him, and under which he has obligated himself (or will do so before he gets our bonus) to lay Walla Walla County products at Sound ports at rates no higher than those charged to lay the same at Portland, which if true, is an advantage of about \$2.50 per ton on wheat. Beside this, he promises to give us guarantees of satisfactory freight rates from the Sound. Whilst the present management of the O. R. & N. is doing all that it can, consistently with its general interests and profitability, and by its fair treatment has greatly lessened the feeling of hostility toward the road that until a recent date was very bitter and all-pervading, and which tendency to conciliate by the substantial reductions in freight and passenger tariffs and the prompt settlement of private

grievances is readily acknowledged, and a more friendly feeling thereby engendered, yet, the people of this valley have a well formed belief that a competing line from Walla Walla to Wallula, and, per consequence, a market not only at Portland but on the Sound as well, will be of incalculable benefit to them; and that position assured no one will deny that their situation will be radically changed for the better.

MARION D. EGBERT.

Walla Walla, May 10, 1888.

THE WEALTHY CROWS.

Gen. Williamson, who had been agent for the Crow Indians for the past two and one-half years, and whose voluntary retirement from that position is so much regretted by stockmen of Montana, furnished the representative of the *Stock Grower's Journal* with the following facts of interest concerning his charges.

The General has collected and remitted to the department at Washington \$42,000 rent derived from allowing stockmen grazing privileges on the reservation. This sum has been deposited to the credit of the Indians who had in addition the sum of \$775,000 on deposit, from which they draw annually the sum of \$38,750. There are 396 families on the reservation and these families own over 4,000 head of cattle and from 6,000 to 10,000 ponies. The Indians at first objected to breeding their horses up, thinking that in case they improved their stock the whites would confiscate the results of their labors in this direction. The General talked them out of this opinion and now they own ten improved stallions and will gradually improve their stock of ponies.

Gen. Williamson further said that nearly every family was located upon a piece of ground which they were cultivating and that he had contracted for the erection of fifty houses this season at an average cost of \$114.00. He stated, also, that he had contracted for fifty mowing machines for the use of the Indians this season, who will be enabled to put up sufficient hay to feed their stock in case it becomes necessary.

THE MONTH OF ROSES.

The rose-leaves fall,
And we, who watch them, madly, vainly call
To the grim reaper, praying him to stay
His busy scythe and grant us some delay;
But time unheeding goes upon his way
While rose-leaves fall.

The rose-leaves fall;
And cruel Fate, who holds our lives in thrall,
Laughs 'mid the scattered petals as they lie,
Laughs at the dying hopes which dread to die,
Laughs till he shakes the bushes with his breath;
And fast as tears fall by the bed of death
The rose-leaves fall.

The rose-leaves fall:
Each one another stone in that great wall
That rises fast between us, and that soon
Will hush the music of the sweetest tune,
Will gloom the sunshine of the brightest moon,
Leaving us only memories of the past,
In which our jewelled moments fall as fast
As rose-leaves fall.

The rose-leaves fall;
Each perfumed disk a drop of bitter gall
That eats into our tense-strung souls like fire,
Scorching dead Hope upon his funeral pyre;
For, as each drop, a shining, golden grain,
Making a moment fraught with joy or pain,
Falls from Time's hour-glass into the sad sea
Of silence, soon to stretch 'twixt thee and me,
So rose-leaves fall!

The rose-leaves fall
Upon one dead love-dream—a fragrant pall—
Which gives us warning that the time is nigh
When we must part, must say our last good-bye,
Look for the last time into each loved face,
Lie for the last time in love's fond embrace.
Each month will bring to us its load of pain,
But June will dye our grief a darker stain:
Hearts will grow solemn, eyes grow dim with tears
For thee and me in all the coming years,
When rose-leaves fall.

W. E. P. FRENCH.

Fort Assiniboine, Mont., May, 1888.



An Artistic Library.

The accompanying picture of the library in the residence of R. B. Knapp, of Portland, Oregon, was finished by the engraver too late to be given its proper place in our article in the May Northwest illustrating that city. Mr. Knapp's house is filled with beautiful objects of art and rare curiosities, gathered from all parts of the world. Wealth and good taste have combined to make it an unusually attractive home.

Faith Cure for Warts.

A young lady in town has been very much troubled over a number of large warts on her hands. She has tried every remedy she ever heard of, with the exception of having them removed with the knife, and all to no effect, until a last novel remedy has done the work. She claims to have got it from a gypsy woman. She cuts pieces of paper in squares and large enough to cover a wart. After wetting them she plasters one of them on each wart. When the pieces of paper had dried she took them in the full of the moon and placed them upon the ground beneath the eaves of a building, where the water could drip upon them. After they had been thoroughly wet she placed them in an oven to dry, and finally she placed them in the shape of a triangle upon her hand and then thrust her hand out of a third-story window and blew them off to the winds. In three days the warts had disappeared. She is so confident of the cure that she recommends it to all her friends.—*Danbury News.*

How Alligators Eat.

It is a Southern writer who compares an alligator's throat to an animated sewer. Everything, says this correspondent, which lodges in the open mouth goes down. He is a lazy dog, and instead of hunting for

The big jaw falls, the alligator blinks one eye, gulps down the entire menagerie, and opens his great front door again for more visitors.—*American Angler.*

Costly Entertainment.

One of the most unique of the many private dinners given this season at Delmonico's took place last week. On the plate of each guest and attached to the menu was a beautiful ring with an emerald stone, set in diamonds. The rings cost \$1,000, and as there were eight guests, the menus, with their novel attachments, must have cost over \$8,000. The host was George Law, a street railway magnate and several times a millionaire. The guests at this dinner were not so greatly surprised, for Mr. Law is known to spend considerably over \$100,000 a year in jewelry. Very nearly all of this he distributes around among his acquaintances.—*Albany Express.*

A German Co-operative Community.

The Amana community in Iowa, including a population of about 2,000, is an interesting illustration of the success of co-operative effort among thrifty Germans. The settlement was begun in 1855, and the colony now owns 26,000 acres of land. The land forms a single township and the people are grouped in seven villages. Each village is a social and industrial unit, and has a definite area assigned to it for cultivation and pasturage. The government of the colony affairs, as a whole, is invested in a board of thirteen trustees, while each village has its board of elders, varying in number from seven in the smallest to eighteen in the largest. The central institution in each village is the "store," which is a large general retail establishment, carrying groceries, drugs, dry goods, clothing, hats and caps, hardware, &c. Its bookkeeping is very elaborate, for except in dealing with outsiders, the colonists do not ordinarily use money. Everything is done by a system of accounts which are kept at the "store." The blacksmith shop and the carpenter shop have accounts against the farm department, which are duly recorded on the village books. Every family or adult has an account at the "store," certain credits being apportioned to all members by the elders at the commencement of each year, which are drawn against by purchasers. Boarding-houses furnish meals to members

cubic feet a day. High and low pressure wells are also found in Indiana, Illinois, Michigan, Ohio and as far west as Kansas. The total consumption of gas for 1887 as estimated by coal displacement was equivalent to 10,000,000 tons of coal.

The value of this coal was calculated at about \$15,500,000. In 1886 the displacement was placed at 6,500,000 tons, nearly all of which occurred in Pennsylvania, about Pittsburg. If the same ratio of increase in displacement could be given in 1887, as that of 1886 over 1885, the amount of coal displaced by natural gas in 1887 should be placed at 13,000,000 tons instead of 10,000,000 tons, as above, which is a reasonable estimate, as no official or authentic figures are at hand.—*Mining Review.*

Healing by Physical Contact.

There is no question but that there are numerous persons so generously endowed with vitalizing fluid as to be capable of alleviating pain and healing disease by physical contact, who have no conception of it themselves. We have been made acquainted with a number of instances of cure by such healers without contiguity or manipulation of any sort, their mere presence being sufficient to effect that object. This is particularly the case in respect to the lighter forms of nervous trouble. The presence of such persons in the sick chamber is of itself a healing balm to the afflicted, who is able to feel the vitalizing force, though ignorant of its source. On the other hand, there are persons whose presence at the bedside of a sufferer only adds to his suffering. Hence it is that the family physician, of all others, should be naturally refined and sympathetic, at once capable of comprehending not alone the physical but also the mental or spiritual wants of his patients, and in a manner ministering to them out of his abundant sympathy and good cheer.

A Universal Solvent.

The fury of the chemical domain is the element fluorine. It exists peacefully in company with calcium fluor spar and also in a few other compounds, but when isolated, as it recently has been by M. Henri Moissan, it is a rabid gas that nothing can resist. It combines with all the metals, explosively with some, or if they are already combined with some other non-metallic element, it tears them from it and takes them to itself. In uniting with sodium, potassium, calcium, magnesium and aluminum, the metals become heated even to redness by the fervor of its embrace. Iron filings slightly warmed burst into brilliant scintillations when exposed to it. Manganese does the same. Even the noble metals, which at melting heat proudly resist the fascinations of oxygen, succumb to this chemical siren at moderate temperatures. Glass is devoured at once, and water ceases to be water by contact with this gas, which combining with its hydrogen at the same moment forms the acrid glass-dissolving hydrofluoric acid and liberates ozone.

IN MEMORIAM.

Parmly Billings, Died at Chicago, Ill., May 7, 1888.

From the Burlington, Vt., Free Press.

A brief announcement has already appeared in these columns of the illness and death of Parmly Billings, eldest son of Frederick Billings, of Woodstock. The many friends of the family will be interested to learn further particulars of the sad event. Young Mr. Billings, after a fatiguing tour in the mining regions of Montana was on his way home and had reached Chicago, where he had planned to spend Sunday, expecting to start for New York on Monday. Attacked on Sunday by a severe chill, he called in medical aid and seemed for a time to be recovering, but soon began to sink rapidly under what proved to be the fatal disease known as acute Bright's disease, and died at midnight of Monday. Mrs. Billings—in the indisposition of Mr. Billings—and Edward Bailey, Parmly's partner, left New York for Chicago on Monday evening, not arriving until twenty-four hours after his death. But, though none of his kindred were with him on his last hours, he had the affectionate care of Norman Williams, formerly of



LIBRARY IN THE RESIDENCE OF R. B. KNAPP, PORTLAND, OREGON.

something to eat lets his victuals hunt for him. That is, he lies with his great mouth open, apparently dead, like the 'possum. Soon a beetle crawls into it, then a fly, then a gnat, and a colony of mosquitoes. The alligator doesn't close his mouth yet. He is waiting for a whole drove of things. He does his eating by wholesale. A little later a lizard will cool himself under the upper jaw. Then a few frogs will hop up to catch the mosquitoes. Then more mosquitoes and gnats will alight on the frog. Finally a whole village of insects and reptiles settle down for an afternoon picnic. Then all at once there is an earthquake.

in each village in groups of from forty to fifty each. Houses are assigned to families by the elders, who provide shelter for all. The community conducts a number of mills and manufacturing enterprises.—*Pittsburg Dispatch.*

Natural Gas.

The total mileage of pipes in the United States cannot be far from 2,500 miles, not including small pipes for individual use. One-fifth of this quantity of pipe is laid in the city of Pittsburg. The gas wells of Pennsylvania produce from 1,500,000 to 15,000,000

Woodstock, a warm friend of the family, who secured for him the best medical skill and the most careful nursing, which, alas, were without avail. The body was embalmed and sent to Woodstock to be laid in the beautiful family lot by the Quechee River.

The funeral services were held in the forenoon of Saturday, the 12th. Besides Mr. and Mrs. Billings and three of the children from New York, there were present members of the various branches of the family and intimate friends from different parts of the country, and a large concourse of citizens. After a brief private service in the library of the Billings mansion, where the body had rested since its arrival, the public service was held in the beautiful chapel attached to the Congregational church erected by Mr. Billings in memory of his father and mother. The services were simple and spontaneous and pervaded by deep feeling. Rev. Mr. Brodie, the pastor, read appropriate selections of scripture, after which the choir sang one of Parmlly's favorite hymns, "Art thou weary, art thou languid?" A short address, made up of tender recollection and Christian sympathy, was delivered by President Seelye of Amherst, who spoke in part as follows:

I loved this young man whose light has so suddenly ceased to shine upon us, and whose earthly tenement we are to take to the tomb. He won my affection the first moment I saw him. And he wound himself around my heart more and more tenderly and closely the longer I knew him. And I feel that my place is one of silence here, with his dearest ones, while I lament and utter not a word. Ardent, impetuous, with a wonderful intensity of life, irksome of restraint, and sometimes breaking out beyond all control, like a river too full for its channel, there burned in his soul a passion for great things. He was keen, he was courageous, he was resolute, he was self-reliant; he had great fertility of resources; he was able to plan largely and to execute efficiently. I do not think he was ever capable of meanness or anything sordid. He never deceived me. And I believe that he had in his soul a sentiment of uprightness and integrity. While he was in college he made a public profession of his faith in Jesus Christ. It was my blessed privilege to baptize him in the name of the Father and of the Son and of the Holy Ghost. It was a great step for him to take. But he took it of his own accord, so far as I ever knew. And I could not doubt then, and I do not doubt now, that he took the step sincerely. For he never was hypocritical, he never was pretentious; and though his wonderful exuberance of life gave us sometimes solicitude and sometimes pain, I never doubted that this act was a sincere expression of a sincere faith. It is a wonderful comfort to me in this solemn hour to remember these things. The prayers uttered by loving and bleeding hearts for him have neither been unheard nor unanswered, though the answer has come in a different way from what we looked for. For God's ways are not our ways, neither are his thoughts our thoughts. If we could only see the fulness of the divine plan in respect to him, without whose knowledge not a sparrow falleth to the ground, and in whose eyes the hairs of our heads are numbered, we should find the fulness of its glory. If we could only look from that which is seen to that which is not seen, from the things which are temporal to the eternal, we should see that all clouds have vanished, and we should find ourselves looking up to the clear heavens and the eternal day.

Following President Seelye's address President Buckham of Burlington offered prayer, and the exercises closed by the singing of "I would not live away." The services at the cemetery were conducted by President Buckham, who alluded to a remarkable letter written by Parmlly to a dear friend four years ago, in which he had, in a tender and prophetic Sabbath evening mood, anticipated the present scene, foreseeing himself laid to rest and sleeping the years away in this lovely spot, amid the soft green hills of Woodstock, the Quechee flowing gently at his feet. All this he foresaw and detailed apparently without any dread or recoil, serenely, cheerfully, as though his faith foresaw, as does ours, another spring day on which these kindred and those who shall hereafter be gathered to them shall come forth from their graves and pass on to a still lovelier valley, to the green pastures and the still waters which await them when this corruptible state has put on incorruption, and this mortal state has put on immortality.

Parmlly Billings was a youth of rare gifts and of great promise. He had just reached that period in a young man's life when, having tried his wings in various uncertain flights hither and thither, he settles down to steady, consecutive, patient duty, and begins the business of life in earnest. He was preparing, in accordance with his father's wishes, to wind up his business at the West and gradually take off from his father's hands some of his heavy business cares and responsibilities. The stroke which brings this bright career to a sudden end is a heavy one, which nothing but divine grace can lighten. That the grace may be bestowed, many sympathizing hearts will devoutly pray.

M. H. H.

MOUNT TACOMA.

Lo! there in grandeur, 'twixt the Earth and Heaven,
Where morning's tinted clouds apart are driven,
With waving plumes as fresh from angel's breast,
They smiling dip to kiss her snowy crest,
Then drawing softly back the veil of night,
High hold her forth the morning's sparkling light,
Great Mount Tacoma, grandly tow'ring high,
Thy snowy white locks buried in the sky!
From peak to peak the morning sun is prest
And tips with gold each new-found burnish'd crest.



MOUNT TACOMA.

The glitt'ring glaciers stretching wide and far,
As diamonds, still reflect the ling'ring star;
To countless peaks the rainbow hues are given.
Grand Mount Tacoma, glorious guest of heaven!
Deep in that breast what myst'ries lie untold,
Of melted rocks of silver, lead and gold,
And jewelled caves with many a winding wall,
With ragged metal like huge trees grown tall,
With white stones burnt and crumbling to decay,
Where ashes light as feathers float at play,
Then slow sink upon their silent bed,
When not one breath disturbs a scene so dead,
Where not a ray of morning sun can stray,
To brush the dust from metal crags away.
No eye save Heaven thy glitt'ring crown hath seen,
For there, nor bird, nor living thing has been,
Thou great unmeasur'd mount of Heaven's own plan,
Thy secret works in care concealed from man,
Man who with fond ambition fain would soar
And risk his all could he thy heights explore.
Those things unknown he fain would understand,
Spurns greater gifts from Heaven's indulgent hand,
And soaring high with hope as fond as vain,
Returns to dream he'll scale those beetling crags again.
But year by year those spacious snow-wreaths rise,
With depths unknown, unseen by mortal eyes.
No feet can scale those frowning, glitt'ring walls,
Or crush the feather'd snow-flake where it falls.
Those fleecy clouds rise sporting high in air
As if some angel-spirit linger'd there
To mould those changeless peaks, and build them higher,
And guard and fan that smould'ring heart of fire;
Then wand'ring far where none but angels stray
Those clouds drift o'er the scene like birds at play;
Hence gath'ring balmy drops of pearly dew,
To deck our beauteous vale with verdure new.
Now, darting sunbeams swiftly intervene
As if some heavenly pencil touch'd the scene,
Again so calm, that baby foot might stray
And on their fleecy bosoms linger at its play;
Wrapt in a drapery of celestial hue,
Thus changing, ever painting scenes anew.
Mid calm or storm, thy voice calls still to me
Of Life, of Death and of Eternity.
Then dark and low'ring as the midnight gloom
These clouds bring awful shadows from the tomb.
Touched by God's hand, the scenes surpassing fair,
What must Heaven be when God himself is there?
For just beyond I fear to turn mine eyes,
Too mortal yet to view the gates of Paradise;
But thy proud face looks boldly up in air
As if a kindly voice had bid it welcome there.
Then drawn by Power Supreme, Divine, anew,
Gleam forth thy witching pictures into view.
The silent moon throws fitful rays of light
Through frost-bound caves at silent hours of night,

And death exhales in every breath that blows.
O wondrous Mount of everlasting snows!
Thy name and age alike to man unknown,
Mysterious secrets! Heaven's and Thine alone!
If at thy birth Earth bounded to and fro,
Belched wildest storm and smoke, we cannot know,
Or if with raging hail and furious storm
When first from Earth burst forth thy stately form
Through storms of winds that surging heavenward leap,
When wand'ring beasts were headlong hurled from sight,
When birds were torn and mangled in their flight,
When fire and smoke thy burning depths reveal'd
Ere banks of snow thy blazing depths conceal'd.

Mid thunders loud thy waters' voice was lost
As mountain peaks like playthings up were tossed,
Then high above them all, as now, you stood,
In lofty, dismal, awful solitude.
When came the pause that first the morning woke,
Then shone the sun thro' clouds of dust and smoke,
There stood thy giant form, great mountain high,
And looked on sister hills with curious eye.
Oh dreary look, so cheerless, bald and bare,
For not a shrub or wreath of snow was there,
Naught save the waters lashing through the cave,
And mountains stood about like new-made graves,
But time has sped and age has chang'd the scene;
Lo! tap'ring trees of never-fading green,
Huge monarchs that have stood for countless years
Around thy base like mighty hosts with spears;
Then gentle snow for years came softly down
To spread on every hill a snowy crown;
And see! the tangled maple and the trailing vine,
With giant fern and climbing roses twine,
And shaded nooks with mossy carpet spread,
Where tender flowers hold up the drooping head.
Unheeded, wand'ring, wild, the fox and hare,
The squirrel, the cougar, and the sullen bear;
Out on thy steep the vent'rous deer will stray
To paw and break the icy crust away,
Then quickly dashing down in wild delight
Mid wooded glens are quickly lost to sight.
Those turbid floods from icy bondage freed,
In headlong, fretting, fuming fury speed,
Dash madly on and with resistless force
In darksome depths through yawning rock-lined course,
Toss rocks and trunks with fiendish ceaseless spite,
In surging, raving, boiling, vicious might.
Great Mount Tacoma, pride of all the coast,
Of thee this wonder-loving people boast.
See yon car that speeds o'er rock and ridge,
O'er winding bank, o'er lofty peak and bridge,
Through tunnels long, past walls of giant size,
Past playful waters, plunging from the skies
Past placid lakes in beds of living green,
Past many a mossy rill of sparkling sheen.
Wild fancy ne'er held grander scenes to vie
Or painted sights more beautiful and true.
The slumb'ring eye wakes at the morning light
To feast the soul on each new-found delight.
Men bent with age awe-stricken stand and gaze,
And maidens fair shout out unstinted praise,
And dimpled youths clasp hands in glad surprise
As thy grand beauty falls upon their eyes,
When painted bright with morn's celestial dye,
As if some magic rainbow filled the sky.
Great Mount Tacoma, pride of all the coast,
Of thee, this wonder-loving people boast.

MRS. J. TAIT.

Washington College, Tacoma, W. T.

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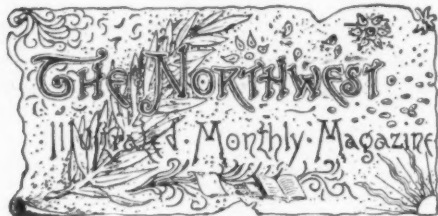
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ST. PAUL AND MINNEAPOLIS, JUNE, 1888.

A RAILROAD TO THE CASTLE MOUNTAIN MINES.

The Northern Pacific Company announces its intention to construct a branch to the new mines of Castle Mountain in Central Montana. These mines lie about sixty miles north of Livingston and about seventy-five east of Townsend, the two nearest stations on the N. P. main line. They were discovered about a year ago, and development has progressed so rapidly that a town of over 100 buildings and fully 500 people has already sprung up. It is called Castle. A second town, called Robinson, three miles from Castle, has also made a good start. The ores are carbonate of silver and are especially valuable, not only from their richness but from the fact that they can advantageously be mixed, in smelting, with the ores of other districts in Montana. A good supply of carbonates is just what the smelters and reduction works most need.

The Castle Mountains, so called from their rock formations which in places present the appearance of rude architecture, are an isolated group occupying about twenty square miles of country, and lying northwest of the Crazy Mountains, east of the Big Belt Mountains and south of the Little Belts. Smith River, flowing north to the Missouri, Sixteen Mile Creek, flowing west to the same stream, the South Fork of the Musselshell, which also seeks the Missouri, but by an eastern course, and Shields' River, running into the Yellowstone, all head in this group. The country surrounding the mountains is well-grassed, well-watered and pleasing to the eye.

The proposed railroad will undoubtedly follow up the valley of the Shields River from Livingston and will be light in grades and comparatively inexpensive to build. Its construction ought to lead to the early establishment of reduction works at Livingston. This town offers remarkable advantages for the working of ores. It has the only coke ovens in operation in Montana and a coking coal cheaply mined and of inexhaustible quantity. It has an unlimited water-power in the Yellowstone River, a swift, clear mountain stream. Ores from the Cooke City mines on the south and from Castle Mountain mines on the north can reach it by down-hill grades. Limestone, fine clay, iron ore and marbles are found close at hand. Extensive railway machine shops are already established in the town. Livingston is, besides, a thriving mercantile center, where all supplies can be

bought at reasonable prices. We advise Eastern capitalists, who may desire to invest money in the profitable business of reducing the silver ores of Montana, to look at the situation of Livingston and at the resources of the mining districts naturally tributary to it.

THE CANADIAN PACIFIC IN MINNESOTA AND DAKOTA.

The consolidation of the Minneapolis, Ste. Marie & Atlantic with the Minneapolis & Pacific, and the Aberdeen, Bismarck & Northwestern is an important movement in the railway field. The two former roads have generally been known as the Washburn system, having been built, during the past two years, by Gen. Washburn of Minneapolis, and his friends. The other an uncompleted line in Dakota, built by Thomas road is Lowry, of Minneapolis, and his associates, and naturally serving as an extension of the Minneapolis & Pacific to Bismarck and the coal fields on the Upper Missouri. Both the Aberdeen road, which is graded but not ironed, and the Minneapolis & Pacific, which is in operation from Minneapolis into Central Dakota, have been offered for sale during the past few months to two or three of the great trunk lines. The consolidation is the result of a deal with capitalists who control the Canadian Pacific. They will hold 1,000 shares more than half the stock of the new company, called the Minneapolis, St. Paul & Saulte Ste. Marie. A majority of the directors will still reside in Minneapolis, and it is strenuously denied in that city that the Canadian Pacific Company is to control the new line. These denials are, perhaps, intended for effect on the public mind, naturally sensitive at the invasion of Minnesota and Dakota by a foreign corporation, which has acted in a very illiberal manner in preventing American lines from obtaining access to Manitoba.

It is only reasonable to suppose, when capitalists largely interested in the Canadian Pacific road buy a controlling interest in over 700 miles of American roads, connecting with their line at the Saulte, and reaching the most productive wheat regions of the Northwest and the great cities of St. Paul and Minneapolis, that they mean business. They have not merely invested their surplus money in railroads which have yet to demonstrate their paying capacity. What they are after is to secure traffic for the Canadian Pacific from the Saulte to Montreal. They want to haul wheat to the Canadian seaport and bring merchandize to the commercial cities of Minnesota. Their action means that the Canadian Pacific is to have a long line on American soil, with terminals at St. Paul, Minneapolis and Bismarck. We do not say this will be a bad thing for the places named, but we do say that it is useless and foolish to try to cover up the real significance of this recent consolidation. And we say further that fairness to our American roads, which will be brought into a new phase of competition with the heavily subsidized monopoly road of Canada, should lead Congress either to repeal the Inter-State Commerce law or to insist that Canada shall apply the limitations of a similar statute to her own roads. It certainly is not just to American railroads, which must earn interest on every dollar that went into their construction, that they should be subjected to an unrestrained competition with a foreign road, which is free from the restrictions of long and short haul legislation and over one-third of the cost of which was paid directly out of the treasury of the Dominion of Canada.

THE GREAT CASCADE TUNNEL.

The tunnel of the Northern Pacific Railroad, under Stampede Pass in the Cascade Mountains, Washington Territory, was completed last month after about twenty-six months of actual excavating work. It is 9,950 feet, or a little less than two miles long, and it may justly be ranked among the great tunnels of the world. In length it is surpassed in the United States only by the Hoosac Tunnel, in Massachusetts, which is four and three-fourths miles long. A comparison of time of construction and of cost of these two most important tunnels in America is much to the credit of

the Cascade work. The Hoosac Tunnel was begun in 1856 and was not completed until 1875, although for most of the time it had the treasury of the rich State of Massachusetts back of it, having been assumed as a State work in 1862. A depression on the mountain made excavating from a central shaft practicable, and there were, therefore, four headings. The total cost was \$13,000,000. No shaft could be used in the Cascade Tunnel and all the work had consequently to be done from the two end headings. Furthermore, the Cascade Tunnel is far distant from cities and towns, in the midst of a perfectly wild country, remote from the markets of labor, supplies and machinery; whereas the Hoosac tunnel has the town of North Adams at one end and Greenfield at the other and is only 157 miles from Boston and fifty-four from Troy. Yet nineteen years were consumed in boring the four and three-fourths miles through the Hoosac Mountains, with four headings to work from, while only a little more than two years were required to pierce the two miles through the Cascade Mountains, with but two headings where the drills could be used. The cost of the Cascade tunnel was only \$1,200,000.

Both the railroad company and Nelson Bennett, the contractor, are to be congratulated on the successful completion of this remarkable engineering work. The company showed courage and foresight in undertaking it at a time when its finances were in a straightened condition, and the contractor exhibited great energy and executive force in getting his machinery into the wilderness months in advance of the railroad track and in handling the unreliable labor element on which he had to depend. In the distribution of the well-earned need of praise, President Harris and Vice President Oakes, of the Northern Pacific, and a number of other directors, are entitled to a large share for their early comprehension of the importance, both to the development of Washington and to the future of their road, of overcoming the gigantic traffic barrier of the Cascade Mountains and uniting by rail the Eastern and Western divisions of the Territory. For the engineering work much credit is due to Gen. Adna Anderson, late Chief Engineer of the company, to V. B. Bogue, his former principal Assistant, now Chief Engineer of the Union Pacific, to H. S. Huson, under whose immediate charge the tunnel work was done, and to many devoted and skillful young engineers who were engaged upon the work under Mr. Huson.

With the completion of the Cascade Tunnel there remains no obstacle to rapid and economical railway service between the Columbia Basin and the ports of Puget Sound. The mountain grades have a maximum of only 116 feet to the mile, and are no steeper than those on the Baltimore and Ohio Railroad, where that road crosses the Alleghany Mountains. The high grade switchback line will be maintained as a safeguard against any interruption of travel in case of a land-slide or snow-shed fire at the approaches to the tunnel. The distance from St. Paul to Tacoma, on Puget Sound, by way of the tunnel, is 1,941 miles; by the old route via the Columbia River and Portland, 2,058 miles; saving by the new route, 117 miles. There is the same saving in distance from all points in Washington east of Pasco to Tacoma and a much greater saving from the towns in the Yakima Valley. The importance of the Cascade division to these towns may be strikingly shown by a single statement: North Yakima, the central town of the valley, was 466 miles by rail from Tacoma before the new division was built, and is now only 169 miles from the same place—its natural sea-port. All portions of Washington Territory are receiving a new and powerful impetus from the completion of the short line to the seaboard across the mountains.

A STREET SEVEN MILES LONG.—A correspondent writes us from Duluth: "Extensive street improvements are being made here. Over a half million dollars will be devoted to grading and improving one street alone First Street. When completed the street will be seven miles long. Just think of seven miles of handsome boulevard in a youthful place like this!"

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Deal in Foreign and Domestic Exchange at Market Rates. Collections receive prompt attention.
J. HOOVER, Cashier.

H. BOLSTER & CO.,

SPOKANE FALLS, W. T.

Real Estate and Financial Agents,
MORTGAGE LOANS AND OTHER INVESTMENTS FOR NON-RESIDENTS A SPECIALTY.

REFERENCES: First National Bank, Trades National Bank, Bank of Spokane Falls. CORRESPONDENCE SOLICITED.

BANK OF SPOKANE FALLS,
(Organized in 1879.)
A. M. CANNON, Pres't. B. H. BENNETT, Cashier.
OLDEST BANK NORTH OF SNAKE RIVER.
RESOURCES \$250,000
PAID UP CAPITAL 75,000
Exchange on all the Principal Cities Bought and Sold.
Interest allowed on Time Deposits. Collections a Specialty.

Gen. J. W. Sprague, W. R. Blackwell, W. Fraser,
President, Vice President, Cashier.
TACOMA NATIONAL BANK.
(First National Bank in the City.)

Capital Stock, \$400,000. Surplus, \$35,000.
DIRECTORS,
J. W. Sprague, W. R. Blackwell, Robert Wingate, George E. Atkinson, I. W. Anderson.

Capital Paid, \$50,000. Surplus, \$2,000.
Merchants National Bank of Tacoma, Washington Territory.
(Oldest Bank in the City.)

TRANSACT A GENERAL BANKING BUSINESS.
Buy and Sell Domestic and Foreign Exchange. Give prompt attention to Collections, Receive Accounts, large or small. Pay Interest on Time Deposits. Give careful attention to business entrusted to us by Banks, Merchants and Individuals.
DIRECTORS—W. J. Thompson, President; Henry Drum, Cashier; R. J. Davis, Assistant Cashier; Geo. F. Orchard, M. F. Hatch, M. M. Harvey, L. F. Thompson.

BAKER & BOYER,
BANKERS,
WALLA WALLA, - - WASH. TER.
Oldest Bank. Established in 1870.

Special facilities for making collections direct on all points in Eastern Oregon and Washington.

CORRESPONDENTS: New York, Importers and Traders National Bank; First National Bank, Chicago, St. Paul, San Francisco, Portland, Or.; Merchants National Bank, St. Paul.

BEN E. SNIPES & CO.,
BANKERS,
Ellensburg, - - Washington Territory.
Do a general Banking Business. Collections have prompt attention.
Correspondents—N.Y. National Park Bank; St. Paul, Minn., National German-American Bank; Portland, Or., Ladd & Tilton; San Francisco, London, Paris and American Bank.
B. E. SNIPES. W. R. ABRAMS.

T. E. JEFFERSON.

PERCIVAL & ANDRUS,

Land and Loan Agents,
CHENEY, (Spokane Co.), WASH. TER.,

Have for sale a large list of FARMING LANDS, both with and without improvements; also sell NORTHERN PACIFIC R. R. LANDS. Loan money for Eastern parties on first-class farm land security, for from one to five years' time.

Fifteen Years' Residence.

STROBACH & MUNTER,
Real Estate and Loans.

Negotiate First Mortgage Loans on Improved Farm and City Property.

Correspondence Solicited.
SPOKANE FALLS, - - - W. T.

A. P. SHARPSTEIN, U. S. Commissioner & Attorney.
J. C. SWASH, Late Commissioner to England.

SHARPSTEIN & SWASH,
Mining Brokers,
Wardner, Idaho, Ruby City and Spokane Falls, W. T.
Properties bonded, bought, sold and operated on commission.

J. M. STEELE,
TACOMA, W. T.,
Real Estate Agent & Loan Broker.

Money loaned for Eastern parties, on the best of Real Estate Security, at ten per cent interest on three and five years' time, interest paid semi-annually. Farm, Timber and Town property, to suit purchasers, for sale.

OFFICE:—First Door South of Central Hotel.

CLOUGH & GRAVES,
Real Estate Agents,
SPOKANE FALLS, - - WASH. TER.
We have a fine list of desirable property for investments, including Business, Residence and Farm Property. References: A. M. Cannon, Bank of Spokane Falls. Correspondence solicited.

FAIRMAN, TERHUNE & CO.,
SPOKANE FALLS, W. T.,
Real Estate and Financial Agents.
\$100,000 to Loan on Improved Farming Lands.
Correspondence solicited.
Will make investments for non-residents

WESTERN ELECTRIC COMPANY,
CHICAGO, NEW YORK, ANTWERP, LONDON,
Manufacturers of
Electrical Apparatus,
The Best System of Electric Lighting.
227-257 S. Clinton St., - - CHICAGO.

Northwestern Conservatory of Music
MINNEAPOLIS, MINN.

The best teachers in every branch. Unequalled facilities for musical study. Piano, Voice, Organ, Theory, all Band and Orchestral instruments. Valuable free classes. Tuition \$5 to \$15 for 20 lessons. Send for Calendar.
CHARLES H. MORSE, DIRECTOR.

DAKOTA.

Dakota Investment Company,

Grand Forks, Dakota.

Negotiate 7 per cent. First Mortgage Farm Loans in Dakota and Minnesota and Guarantee Principal and Interest.

Commenced business in 1880; incorporated in 1884, with a paid up capital of \$50,000 and have invested over \$900,000 for eastern banks and individuals without loss. The Company confines its loans to the Red River Valley. On the Dakota side the field embraces the six RED RIVER VALLEY Counties, containing 13,583 farms and 1,725,243 acres of improved land, and a population of 83,242—16,550 more than any other six counties in the Territory. City loans negotiated. BONDS & WARRANTS for sale. Correspondence solicited

Profitable Investments for Non-residents. Correspondence solicited.

C. D. AUSTIN,
Attorney at Law,
Real Estate, Loans and Insurance,
LISBON, DAKOTA.

New Pocket Indexed Maps.

Oregon, 25c;
Washington Territory, 25c,
Montana Territory, 25c.

Montana, Large County, Township and Railroad, indexed, \$1.00.

Maps sent postpaid upon receipt of price. Address

RAND, McNALLY & CO.,
148-154, Monroe St., CHICAGO.

A. R. BARNES & CO.,
Printers, AND Stationers
Blank Book Manufacturers,
68 and 70 Wabash Avenue, - - CHICAGO.
Railroad and Bank work specialties.

Western Bank Note Co.,
CHICAGO.

Engravers and Printers. Finest Quality on Steel Plates.

DRAFTS, CERTIFICATES, **BONDS**, CHECKS, DIPLOMAS.
Bills of Exchange, Letter and Bill Headings, Portraits, Cards, etc.
FIRST-CLASS.
Commercial Lithography, Safety Papers and Safety Tints.
Correspondence Solicited.
WESTERN BANK NOTE CO.,
CHICAGO, ILLINOIS.

TAYLOR & JEFFERSON,
REAL ESTATE AND INVESTORS' AGENTS.
Correspondence Solicited.
Corner Howard and First Streets, - - SPOKANE FALLS, W. T.

W. H. TAYLOR.

WISCONSIN.

**JOHN A. BARDON,
REAL ESTATE**In and around Superior and West Superior, Wis.,
and Duluth, Minn.Resident since 1863. Correspondence solicited. Address,
SUPERIOR, WISCONSIN.**KEYSTONE INVESTMENT CO.
(INCORPORATED.)
WEST SUPERIOR, WIS.
Real Estate and Insurance.**MORTGAGE LOANS AND INVESTMENTS for non-residents
on best real estate security a specialty. Interest 7, 8, and
9 per cent., payable semi-annually. Maps furnished on
application. Correspondence solicited.**Hotel Tower.**

J. S. STACK, Proprietor.

WEST SUPERIOR, WIS.

FINCH, VAN SLYCK & CO.,

IMPORTERS AND JOBBERS OF

Dry Goods and Notions,

Fourth, Sibley and Fifth Sts.,

ST. PAUL, MINNESOTA.

New York Office, 53 Leonard Street.

Dr. W. J. Horne, of Chicago, makes an electro-magnetic belt which is the wonder of the age, and which has worked many marvelous cures. It is made on strictly scientific principals, and never fails to give the best results. He also makes an electro-magnetic truss, which is highly spoken of by those who have used it, as being remarkably efficacious in curing rupture. Dr. Horne is meeting with great success, and we recommend his electro-magnetic appliances as worthy of a trial to the readers of our paper.

Opening of the Lake Gogebic Hotel.

This hotel at Lake Gogebic, Mich., on the Milwaukee, Lake Shore & Western Railway, was opened on May 15th, in order to accommodate the early fishermen seeking this resort famous for the best bass and trout fishing in the Northwest. The hotel will continue under the management of Mr. G. R. Haviland, who will also have control of the boat equipment and oarsmen. Excursion tickets to Gogebic Lake were placed on sale on May 15th at Chicago, Milwaukee, St. Paul, Minneapolis and all important points; also to other fishing resorts on the line of the Lake Shore Road, including "The Eagle Waters," Twin Lakes (Conover's), Pelican Lake, Watersmeet and Lake Superior points.

A FARMER'S VIEW OF THE CHURCH.

Well, wife, I've had a round with Wayne,
'Bout jinin' our church;
He tried the sceptic dodge on me,—
The argument of smirch.

Says he, "Look at your members now,
There's Jones got drunk, an' Swem
Will cheat a friend to make a trade;
Ain't I as good as them?"

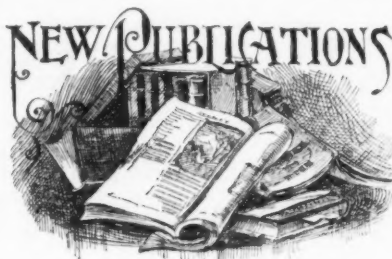
Says I, "A butcher buying stock
Does just the way you do;
He hunts around the cattle yard,
An' finds the meanest two;

Then ev'ry offer that he makes,
An' ev'ry one he hears,
"Is coupled with the sneerin' words—
'Jest look to them two steers!"

You pick the meanest Christians out,
An' then, with tricky jeers,
You run the whole church down by that—
'Jest look at them two steers!"

No farmer's fooled by that old trick,
And so you can't afford
To risk your soul in tryin' it
Upon the all-wise Lord."

—Fred Nye in Omaha World.



A Pessimist, by Robert Tinsol, is a vivacious novel, full of bright and witty conversation. The hero is in the end cured of his devotion to the gloomy philosophy of the German Pessimists by the influence of a good and pretty woman. Published by John B. Alden, New York, and sent by mail for twenty-one cents in paper binding and thirty-six cents in cloth.

The strong feature of the May number of the *Cosmopolitan Magazine* is Moncure D. Conway's article on the "Pedigree of the Devil," illustrated with beautiful colored engravings. Conway is an authority on the devil. There is no phase in which the spirit of evil has appeared to the morbid and distressed imagination of mankind that he has not studied. His work on "Demons and Devil-Lore," in two volumes, published a few years ago, is a standard in all libraries.

An Uncloseted Skeleton, by Lucretia Peabody Hale and Edwin Lasseter Binner, is an odd tale of the transfer of superfluous brain matter from the head of a gifted Polish half-maniac to the somewhat deficient cranium of a Boston youth. The results are astonishing. The Pole conveniently disappears. The Bostonian becomes surprisingly brilliant at college, but deserts his affianced bride at the altar, asserting that he is already married, and afterwards in other ways fancies himself to be the man a part of whose brain was injected into his fractured skull. The book is a dainty little volume, in quaint covers tied with gray tape. Published by Ticknor & Co., Boston, and for sale by St. Paul Book and Stationery Co.; price fifty cents.

A few weeks ago J. G. Pyle, who next to Editor Wheelock is the principal leader writer on the St. Paul *Pioneer Press*, wrote, in the form of an editorial in that paper, a notably felicitous and thorough exposure of Ignatius Donnelly's "Great Cryptogram" humbug. Mr. Pyle showed that by applying Donnelly's own pretended cipher discovery to Hamlet, with the "modifiers" the "Sage of Nininger" conveniently employs when his rule fails to work, there can be extracted from the play this astounding prophecy: "Donnelly, the author, politician and mountebank, will work out the secret of this play. The Sage is a daisy." Mr. Pyle's article is wisely deemed worthy of a more permanent form than it could have in the columns of a daily paper and it has been published as a handsome pamphlet, with the title of *The Little Cryptogram*, by the Pioneer Press Co.

The Holy Land and the Bible, a book of Scripture illustrations gathered in Palestine, by Cunningham Geikie, D. D., is a work of great repute in England, which has just been reprinted in New York, with all the original illustrations, by John B. Alden. It contains over two hundred handsome wood engravings, and by the aid of the pictures the reader is able to realize the life and scenery of the cradle of Christianity as he could not possibly do from written description alone. The pictures are not the only merit of the work, however. Dr. Geikie is a vigorous and entertaining writer, and a broad vein of common sense runs through all his pages. He takes no stock in the fantastic notion that the Jews will some day return to Palestine and possess the land anew. At its very best, he says, the Holy Land could never have been worth as much as a single English shire is to-day. Much of the country is incredibly barren, the stoniness of the soil being nowhere equalled to the writer's

knowledge except in some parts of Nova Scotia. The Jew will always have a deep traditional love for Jerusalem, but he prefers to carry on trade and finance in more comfortable and fruitful countries to sweltering for his daily bread on the thirsty uplands of Judea. The price of this work is \$2 in two volumes bound in half-morocco, with thirty-two cents for postage, or \$1.25 in a single cloth-bound volume, postage twenty-eight cents extra.

The old and famous publishing house of Ticknor & Co., Boston, is issuing a series of choice novels in convenient form for home reading and for the pocket or satchel of the traveller. They are printed from large type on thick paper and the list of authors comprises nearly every widely-known American writer of fiction. Thirty-four volumes have already been published, one appearing every fortnight. The last is *Next Door*, by Clara Louise Burnham, a delightfully pure and restful story, containing much fine insight into character and many bright and humorous incidents. Number thirty-three of the series is a vigorous and picturesque tale of western life, by Opie P. Read, editor of the *Arkansas Traveler*, entitled *Len Gansett*. The price of these neat volumes is fifty cents each. For sale by St. Paul Book and Stationery Company.

THE YOUNG GIANT CITY.

The village of 870 inhabitants in 1880, will be a city of 35,000 in 1890. The 300 feet of graded streets in 1880 will have lengthened into thirty-one miles graded and side-walked by 1890. The one two-room school house of 1880 will have added, within the city limits, eleven large, modern buildings to accommodate its overflow in 1890.

The one little rail-backed-bench furnished church of 1880, will find twenty-seven spires trying to reach nearer heaven than its spire, by 1890. From a squad of mechanics employed in 1880, new enterprises will have swelled its ranks to an army of mechanics before 1890. We refer to the Giant City of the Pacific Coast, Tacoma, Wash. Its great strides in every branch of industry which contribute to the growth of a large city, warrant its citizens, confidence, and many far seeing people in eastern states evidence their faith in Tacoma by investments in property in and near that city. Many, not able to leave their business to visit this marvelous city, and enjoy its beautiful scenery and delightful climate, should avail themselves of present opportunities, by writing to Sampson & Durgin, real estate and loan brokers, if they desire to purchase real estate, or loan money at a profit.

A SUBSCRIBER'S DREAM.

He dreamt he sat on a throne
Of brilliantly burnished brass,
His scepter a mutton bone,
His crown a bundle of grass.

Men came and knelt at his feet
With many a handsome bribe,
To make his existence sweet,
If he would but re-subscribe.

One said he would give him a farm,
And throw in the whole entire earth,
If he would but bend his arm
To the tune of a dollar's worth.

Another one said he would croak,
And his family put on crape,
And nevermore grin at a joke,
If that he should stop his paper.

And good journalists fell prone,
And there, upon bended knees,
Wrote articles, and did groan,
Lest him they might fail to please.

'Twas not good enough for him,
And he kicked hard in his sleep,
But he cut his shin on the rim
Of his brass bed, and did weep.

Then he awoke with a frown,
A snuffle, a snort, a squeal—
For it seemed that a cow had got his crown,
And his scepter a dog did steal.

HUGH A. WETMORE,

St. Paul, April, 1888.

TACOMA,

The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and
The Only Wheat Shipping Port on Puget Sound.

Look at the following evidences of its growth:

Population in 1880, 760.

Assessed value of property in 1880.....	\$517,927
Assessed value of property in 1888, over.....	\$5,000,000
Tons of Coal shipped in 1882.....	56,300
Tons of Coal shipped in 1887.....	212,969
Bales of Hops shipped in 1880.....	7,005
Bales of Hops shipped in 1887.....	18,000
Miles of Railway tributary in 1880.....	136
Miles of Railway tributary in 1887.....	2,375
Regular Steamers in 1880.....	6
Regular Steamers in 1888, March.....	30
Feet of Lumber exported in 1887, over.....	63,000,000

The Methodist University for Puget Sound has been located at Tacoma, with a bonus given by the citizens of \$75,000. In the above valuation of school property the Methodist University is not included.

Population in 1888, 15,000.

Banks in 1880.....	1
Banks in 1888.....	5
Private Schools in 1875.....	0
Private Schools in 1888.....	3
Public Schools in 1880.....	2
Public Schools in 1888.....	6
Value of Public School Property.....	\$94,000
Value of Private School Property.....	\$105,000
Money spent in Building Improvements in 1887.....	\$1,000,000
Money spent in Street Improvements in 1887.....	\$90,000
Money spent by N. P. R. R. Co. on Terminal Improvements in 1887.....	\$250,000

Tacoma is the natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon are aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

Tacoma now shows more healthy and rapid growth than any other point in the Northwest, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written informatinn will be furnished on application to

General Manager of the Tacoma Land Company,

ISAAC W. ANDERSON,

92 C Street, Tacoma, Wash. Ter.

GREAT FALLS, MONTANA,

Has the largest available water power on this continent. Tributary to it are the fertile fields of the Judith and Sun River valleys; the neighboring mountain forests; the most extensive and productive stock ranges in the West, and the rich gold, silver and galena mines of Neihart, Yogo, Barker and many other important mining districts. Lying at its very doors are the largest coal and iron fields west of the Mississippi.

Great Falls is the western Terminus of the St. Paul, Minneapolis & Manitoba Railway, and the eastern terminus of the Montana Central. Work is now progressing rapidly upon the smelter located here, which is to be the largest and best equipped of any similar institution in the world. The completion of this great work will involve an expenditure of over \$2,000,000. Other manufacturing enterprises of about equal importance will be commenced here soon.

Possessed of such unparalleled natural resources, an abundance of capital and enterprise, no other place in the West offers better inducements to the settler and investor than Great Falls.

For further information address Great Falls Water Power & Town Site Company, Great Falls, Montana.

H. F. COLLETT,

Real Estate and Insurance,

Great Falls, Montana.

Town Lots and Ranch Property. Some valuable land adjoining the Townsite suitable for platting.

Correspondence solicited.

GREAT FALLS REAL ESTATE.

Business and Residence Lots, improved and unimproved, in every part of the city. Acre property adjoining the Townsite suitable for platting. A fine body of Sand Coulee coal land, with side-tracks. One mile of river front adjoining Townsite Co.'s land with good Railroad facilities. A large tract of land, embracing an immense quarry of superior building stone, near town. Also some first-class property in the promising mining camps of Neihart, Barker and Castle. For Maps, Circulars and further information in regard to any of above property write to

CHOWEN & BURGHARDT,

Real Estate Agents,

Great Falls, Montana.



Minnesota.

BUILDING is active in Duluth this year, both in the way of business blocks and residences. The new hotel is the largest in the State outside of the Twin Cities.

The first of the six steamers contracted for by the Globe Iron Ship Building Company at Cleveland for the St. Paul, Minneapolis & Manitoba is launched, and three others are under construction. It is expected that they will be launched at intervals of about six weeks, and that four vessels of the line will be ready for this season's traffic. The steamer just launched is called the Northern Light, and others are to be named the North Star and North Wind. These vessels are to be of steel and iron, and designed exclusively for freight traffic, to ply between Superior City and Buffalo.—*Railway Gazette*.

WORK ON THE DULUTH, SOUTH SHORE & ATLANTIC R. R.—This company has 1,000 men at work track laying on the western division, from Nestoria to Duluth, and trains will run into Duluth over the company's own line by October. About 130 of the 166 miles of track laid last fall is yet to be ballasted, and 600 men have been put to work upon it. It is probable that the main shops of the company will be located at a point in Michigan about midway between Duluth and Sault Ste. Marie, and a town founded there which will be named in honor of Gen. Samuel Thomas, the New York railway magnate, Thomasville.

THE MESABA IRON RANGE.—The latest valuable discoveries in the iron ore region north of Duluth are in the much maligned Mesaba Range, and from present indications that range will soon be much more well known and appreciated than at present. For many years the Mesaba has, in common with other districts separate from, but near the Vermilion, suffered under the imputation that all its ores bore titanium, rendering them unfit for the furnace. Now, however, it is claimed that the presence of titanium or titanic acid has been greatly exaggerated, and that much, if not most of the ore of the range is of good character.—*Duluth Herald*.

Dakota.

A **HEAVY** vein of coal, much better than lignite, has been found near Wessington, in Beadle County, at a depth of 230 feet.

MORE than twenty coal mines have been opened in McLean County, from some of which several hundred tons of coal have been taken.

PAPERS west of the Missouri speak of large additions to their flocks of sheep this season, which indicates faith in the future of that industry in Dakota.

THE Pioneers of a new colony, organized at Marlboro, Mass., for settlement in the southern part of Stark County, have arrived, and located the town of Newton.

MANY Roumanians are settling in Wells County; large additions have been made to the Russian colony in McIntosh County, over 200 Germans have located in Morton and Mercer counties, and many Eastern people have joined the New England colony in Hettinger County.

THE Grafton News estimates that over 800 horses have been shipped into the Territory and disposed of at that point this season. The quality it says has been better than formerly, and will have a tendency to improve the stock of the country. In a short time some of the large farmers there will be selling rather than buying.

A SAW-MILL WANTED.—Crookston has a big saw-mill, Grand Forks has another. Pembina ought to have one. Minneapolis cuts logs within 100 miles of Pembina, takes them hundreds of miles south and returns the lumber here. There ought to be a margin of profit in the freight sufficient to run a saw-mill with profit here.—*Pembina Pioneer Express*.

A DAKOTA CATTLE RANCH.—The Dakota Land & Live Stock Company, who own a ranch of between 5,000 and 6,000 acres in Brown County, have sold over \$8,000 worth of beef cattle in Aberdeen during the last twelve months, realizing as good, if not greater profit than they could have obtained by shipping to Chicago. In March they sold fifty head in Aberdeen for \$2,500. One steer, two years old, weighed 1,100 pounds and dressed 600 pounds clear meat. They all dressed on an average from fifty-

eight to sixty per cent., or ten per cent. above the average of the best Montana cattle. Last year the company shipped 100 head to St. Paul which were pronounced the finest lot of steers ever received in that market.

THE Lamborn Mirror is the title of a new monthly journal published at the town of the same name, ten miles south of Dickinson, in Stark County. That section is settled mainly by former residents of Marlboro, Massachusetts. The President of the syndicate opening the town is S. B. Pratt, who publishes some forty weekly newspapers and one daily in the Old Bay State.—*Fargo Argus*.

WHERE else upon earth can a man be so nearly furnished with all needful to secure a good living from the soil as in Dakota. The Government invites the man with no money to select the choicest land in the public domain—enough to make a good farm—and if not able to buy the seed, it will be furnished him and he will be allowed a big share of the product. For a man without capital there is no other section that affords so few obstacles to success as Dakota.—*Northwestern Farmer*.

Montana.

GREAT FALLS merchants are preparing to extend their business into the new region which has been rescued from the hands of the thriftless Indians by the re-opening of the great Black Foot Reservation. It is expected that there will be large sales there for hardware, farm implements and settler's supplies.

THE Manitoba management expect to get the Montana Central extension into Butte by June 15th. It is not expected that the Wickes Tunnel on that line will be completed before October, there being yet 2,300 feet to bore, requiring at the average rate of progress about five and a half months to complete. Pending the completion of the tunnel, the Montana Central trains will be run over the Northern Pacific's Boulder Valley Branch across the range from Wickes, into the Boulder Valley, where they again strike their own roadway.

It matters little though the President did not approve the act confirming the agreements with the Indians of Northern Montana till the last hour of the last day allowed by law; nor does it matter so much to us who deserves the chief credit for the accomplishment of the work, the great thing for the people of Montana to rejoice over is the fact that the last formality has been completed that adds to the area of Montana 17,500,000 acres of land, an area equal to the whole of Massachusetts, New Hampshire and Vermont, with their population of 3,000,000, represented in Congress by sixteen Representatives and six Senators.—*Helena Herald*.

Idaho.

A JAIL EMPTY FOR NEARLY TWO YEARS.—They talk of "the rowdy west," and yet here in Idaho County, in the very heart of what is left of the frontier, our county jail has been empty since July, 1886.—*Grangeville Free Press*.

Washington.

SPOKANE FALLS is building a motor line out to a new suburb called Montrose. It will be about three miles long.

A **BIG** scheme is now on foot to bring an irrigating ditch out of the Snake River, some twenty or thirty miles from this place, to carry water for irrigating purposes from that point to this city. This will throw thousands of acres of rich agricultural land open to settlers.—*Wallula Empire*.

It is stated on good authority that the Oregon Railway & Navigation Company is taking steps to enter Spokane Falls this year. They surveyed a line through Waverly, Latah and Rockford from Farmington into Spokane Falls last year, and now engineers are in the field running lines along Hangman Creek, between the same points.

COEUR D'ALENE LAKE, one of the loveliest sheets of water to be found anywhere, is fast drifting into a fashionable summer resort. Its close proximity to Spokane Falls adds another feature to the comfort and enjoyment of living in this city. Many of our citizens are arranging to build cottages.—*Spokane Falls Chronicle*.

SNOHOMISH BOOMING.—Mr. C. A. Missimer, a prominent citizen of Snohomish, was in Seattle yesterday. To a reporter he said: "We are having a real good, solid boom at Snohomish, no inflated, speculative boom, but about such a boom as you have here in Seattle, founded on solid, substantial growth. There are twelve buildings now in course of construction in our little town, and we have just completed a new bank building, the second bank for Snohomish, and a large hotel to be called the Penobscot House.—*Seattle Post-Intelligencer*.

THE RAILROAD INTO THE BIG BEND.—The Cheney Sentinel is jubilant at the prospect of the immediate construction of a railroad from Cheney into the Big Bend country. This road will tap one of the most fertile wheat

growing districts in the Territory. The Big Bend country is described by a resident of Douglas County as "a strip of land 130 miles long and twenty miles wide, embracing 2,500 square miles of the best wheat land in the world." It has capacity for producing an immense quantity of wheat. Ten million bushels, or 300,000 tons, per annum would be a very low estimate for its capacity.

WASHINGTON TERRITORY at present has 1,006 miles of railroads in operation and 500 miles of surveyed and projected. Another year will see the greater portion of the projected lines completed and many more under contract. The area of railroad building in the Territory has hardly commenced, but it is not far distant.—*Oysterville Journal*.

PARNELL is the name of a new townsite that has just been laid out in Douglas County, and is already attracting considerable attention. Parnell is located on northeast quarter of section twenty-five, town twenty-five, north range twenty-nine east, about nine miles east of Grand Coulee, in the heart of an extensive agricultural and stock region, and on the located line of railroad.

SEATTLE, LAKE SHORE & EASTERN.—The Seattle Press says the contract for constructing the Seattle, Lake Shore & Eastern has been let to the Ryan & McDonald Construction Company, of New York. The contract calls for 225 miles of road, including laying rails, bridges and ballast, the work to be completed and cars running in two years from the 18th day of May, 1888. This is by far the largest single contract ever let in this Territory to one company.

A BIG IRRIGATING CANAL.—The Sunnyside Canal is an assured fact, and work will soon be commenced. This ditch will be forty feet across the bottom, and is calculated to take half the volume of water of the Yakima River. With the completion of this canal all the barren lands of the Sunnyside can be reclaimed, and ere two years roll round the land that now grows only sage brush and bunch grass will be sown to grain and grasses; the voice of the busy, prosperous husbandman will be heard over the land; houses will be scattered here and there, filled with happy people. That the canal will be completed there is no question. People are flocking to Sunnyside by the hundreds to secure good locations upon desert land. Up to date about 30,000 acres have been filed upon, and the rush still continues. Thousands of acres of fine land yet remain unbroken.—*Yakima Signal*.

HOW ROSLYN IS GROWING.—Roslyn, in Kittitas County, Wash. Ter., is growing wonderfully. There are 2,000 inhabitants, two churches, two schools and two good Sunday-schools. The Northern Pacific Coal Company have on their pay roll 750 men. The monthly pay roll aggregates over \$50,000. Outside of this there are over 150 men of different occupations. More than twenty-five buildings are in course of erection, ranging from an extensive hardware store down to a bachelor's cabin. The company is opening a new main above the town, which will require a large number of additional hands. There is no doubt of the town doubling in size this season, and it is a splendid place for investment in city property or Government coal lands. The quarterly output of coal as certified to is 43,770 tons of the best coal on the coast.

ANOTHER BRANCH OF THE NORTHERN PACIFIC.—One of the most important actions of President Harris during his recent visit to the coast, says the Tacoma Ledger, was the closing of the contract on behalf of the Northern Pacific Company with the Moss Bay Steel & Iron Works Syndicate, of which Peter Kirk is the representative. A branch railroad will be built to a new townsite in the neighborhood of Cle-alum, where the manufactories of iron and steel will be situated and the products be brought to Tacoma for export. When these works are completed hundreds of men will be employed by the syndicate, and it will be the means of building up that section of the Territory and developing the mineral resources of the Cascade Range. The Moss Bay Iron Company of England is one of the wealthiest corporations engaged in the manufacture of iron and steel in the world, and the establishment and operation of their works at the place indicated will involve the employment of the immense capital of \$2,000,000. Their works will be adjacent to the Northern Pacific Railroad in the Cascade Mountains, where they have already secured from the railroad company large bodies of coal and iron lands.

Manitoba.

NORTHERN PACIFIC'S FEEDER.—A traffic contract has been arranged between the Northern Pacific Railroad Company and the Red River Valley road now under construction from Winnipeg southward, which is expected to be of the greatest importance to the first named company. The contract is extremely liberal, and gives the Northern Pacific the right to run its trains over the Red River road and into the town of Winnipeg, and the terms for a division of the receipts are very satisfactory. Work on the Canadian road is being pushed rapidly, and it is expected that a connection with the Duluth & Manitoba branch of the Northern Pacific will be made before July 1st, so that through trains can begin running on that day.

St. Paul Advertisements.

NICOLS & DEAN,
Iron Merchants,
 Iron, Steel, Wagon and Carriage
HARDWARE.
 Wagon and Carriage Wood Stock,
 Lumbermen's Supplies.
 Corner Sibley and Fifth Sts.,
 ST. PAUL, - - - MINN.

ROBINSON & CARY,
Manufacturers' Agents and Dealers in
Equipment and Supplies for
RAILWAYS, CONTRACTORS,
MINES, MILLS, Etc., Etc.
 Largest and Fullest Stock in the Northwest.
Corner Fourth and Wacouta Sts.,
ST. PAUL.

FAIRBANKS' SCALES,
ECLIPSE WIND MILLS,
TANKS, PUMPS, PIPE, Etc.
The Best Goods in the Market.
FAIRBANKS, MORSE & CO
 371 and 373 Sibley St., St. Paul, Minn.

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THE NORTHWESTERN LIME CO.,
 MANUFACTURERS' AGENTS
Foreign and American Cements,
 Lime, Plaster, Hair, Fire Brick, Clay, Tile, &c., &c.
 Car Load Lots Prices made, delivered at any point.
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 OFFICE, 170 EAST THIRD STREET,
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ESTABLISHED 1860.
BOHN MANUFACTURING CO.
Sash, Doors, Blinds, Mouldings, Stair Work
and Building Material,
 PINE AND HARD WOOD LUMBER.
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St. Paul & Pacific Coal and Iron Co.
 WHOLESALE DEALERS IN
COAL AND PIG IRON.
 Sole Shippers to the Northwest of Phila-
 delphia and Reading Coal.
 General Office, ST. PAUL.
 Docks at DULUTH and SUPERIOR.
 A. PUGH, - - General Manager.

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NORTH STAR SEED STORE,
 ALSO
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 Get our prices before buying elsewhere.
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WHOLESALE DRUGGISTS,
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 Successors to P. H. KELLY & CO.,
WHOLESALE GROCERS,
 —IMPORTERS OF—
TEAS AND COFFEES,

Established 1854, April, '88—on. ST. PAUL, MINN.
 WM. LINDEKE. A. H. LINDEKE
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LINDEKES,
WARNER &
SCHURMEIER,
 WHOLESALE
Dry Goods and Notions.
Miner's and Lumbermen's Suits a Specialty.
 Cor. Fourth and Sibley Sts., - ST. PAUL, MINN

One of the Largest Hotels in the State. Steam Elevators
 and all Modern Improvements.

MERCHANTS HOTEL

F. R. WELZ, Proprietor.



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Special Rates to Excursion Parties. One block from
 Union Depot and Steamboat Landing.

The St. Paul Trust Company.

CAPITAL FULLY PAID UP, \$250,000.
Guarantee Deposit with State Auditor, \$100,000.
 Incorporated and operating under State authority and
 supervision, and with perpetual succession, for
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LOAN, TRUST AND ANNUITY BUSINESS.
 Acts as Executor, Administrator, Guardian, Trustee,
 Assignee or Receiver and Agent for
 Mortgage Loans.

Correspondence solicited from parties desiring to make safe
Investments.
 Attention is invited to our new Fire and Burglar-Proof
SAFE DEPOSIT VAULTS,
 with all modern improvements and appliances for se-
 curity and convenience. Individual safes for rent from
 five to forty dollars per annum.

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WHOLESALE DEALERS IN
HARD AND SOFT COAL!
WITH DOCKS OF 200,000 CAPACITY
 At Duluth, being the largest and best equipped docks on
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 Pennsylvania Coal Company's celebrated
 "Pittston Coal," and Hudson Canal Co. and Lack-
 awana & Delaware Coal.
 General Office, Room 40 Globe Building, St. Paul.
 Correspondence solicited. Address
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\$1,000 IN FIVE YEARS may be secured
 by persons of both sexes who join the
UNION ENDOWMENT ASSOCIATION and pay small
 monthly assessments; five years will pass quickly;
 do not delay, but join at once; liberal terms to agents;
 circulars free.
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L. EISENMENGER,

Wholesale and Retail

M.E.A.T.S.

Hotel and Railroad Supplies a specialty.
 455 Wabasha Street, ST. PAUL, MINN.
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Over Fifty Million Square Feet in Use.



Over Fifty Million Square Feet in Use.

FIRE-PROOF.

This Roof is suitable for Factories, Warehouses, Railroad Buildings, Foundries, Machine Shops, Stores, Dwelling Houses and Churches, flat or steep roofs; and consists of strong canvas, combined with an asbestos coated felt, and a manilla lining, or "Backing," water proofed, and compressed into a compact, flexible sheet, resembling leather.

It is supplied ready for use in rolls 38½ inches wide, containing 200 square feet, with allowance for two inch laps. It weighs, with coatings complete, only 85 pounds to 100 square feet, and when protected with our Asbestos Roof Coating and white Fire-Proof Coating, forms a neat, cool and reliable roof.

H. W. Johns' Asbestos Paints. Liquid Paints, Roof and Railway Paints, Fire-Proof Paints, Colors in Oil and Japan, Wood Stains, etc.
Asbestos Steam Pipe and Boiler Coverings. Steam Packing, Mill Board, Building Felt, Fire and Water-Proof Sheet, Roof Cement, etc.
HOME RUBBER CO. Rubber Belting, Packing, Hose, etc.
 Descriptive Price Lists and Samples Free by Mail.

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Commercial, Shorthand, German and English Courses.**Private Instruction, Quick Methods, Thorough Preparation.**

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W. K. MULLIKEN, Cor. Seventh and Jackson, ST. PAUL.

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COLT'S LIGHTNING—32, 38, and 44, Round Barrel, \$11.25.

WRITE FOR 40 Page Catalogue of Guns and Sporting Goods and see Our Prices.

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Established 1855.
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 Everything in Sporting Goods



At Lowest Manufacturers Rates.

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128 East Third Street, - - ST. PAUL.

Dealers: Send for catalogue.

ST. PAUL PARK.

The improvements at St. Paul Park were started July 1st, 1887. In 1887 over 100 buildings were erected, costing \$300,000. The following manufacturing concerns are now located and in operation:

	Capacity.	Cost of Factory.		Cost.
J. L. Spencer Carriage Co.	200 workmen.	\$ 35,000	11 Stores.	\$ 22,000
St. Paul Knitting Works.	300 "	40,000	3 Hotels.	29,000
W. R. Church Cart Co.	50 "	12,000	18 Residences, \$2,000 each.	36,000
St. Paul Park Silk Co.	25 "	7,000	28 Residences, \$1,000 each.	28,000
St. Paul Park Broom Co.	50 "	5,000	25 Residences, \$900 each.	22,500
Globe Engine and Boiler Works.	25 "	7,500	35 Stone foundations not yet built upon.	5,250
H. A. Peterson Agricultural Implements.	25 "	8,000	Burlington R. R. brick passenger station.	4,000
John Dudley Lumber Co.	25 "	5,000		\$146,750
H. A. Muckle Sleigh Co.	75 "	20,000		139,500
Total.	775	\$139,500	Total.	\$286,250

A CASH BONUS AND LAND NECESSARY FOR BUILDINGS WILL BE DONATED to any other reputable manufacturing concerns to locate at St. Paul Park. St. Paul Park is owned by the St. Paul Park Improvement Company. The present townsite is a fine level tract of 1,200 acres, located on the Mississippi River, east from St. Paul, one mile from the city limits, and on the River Divisions of both the Chicago, Milwaukee & St. Paul, and Chicago, Burlington & Northern Railways. THE BURLINGTON ROAD RUNS HOURLY MOTOR TRAINS BETWEEN ST. PAUL UNION DEPOT AND ST. PAUL PARK. Fare six cents per ride for twenty-five ride tickets.

Desirable Building Lots for Sale at \$200 to \$300 per Lot.

TERMS: One-third cash; balance equal amounts in 1 and 2, or 1, 2 and 3 years, with 8 per cent. interest, payable semi-annually. 3 per cent. discount if all cash is paid. Sales will also be made on MONTHLY PAYMENTS, terms \$25 or more per lot cash, and \$10 or more per month, interest 8 per cent., payable semi-annually.

The St. Paul Park Improvement Co. will expend this year \$100,000 in locating manufactories and other improvements, in addition to this about the same amount will be expended by individual parties. Another brick depot will be erected by the Burlington Road at 12th Avenue; 100 residences will be built; also schools, churches, etc.

Parties out of the city who wish to purchase lots at St. Paul Park, can write to the Company or to any of the manufactories named above who will gladly make selection. For maps, illustrated papers and other information call on or address,

ST. PAUL PARK IMPROVEMENT CO.,**28 East Fourth St, next to Globe Building,****ST. PAUL, MINN.**

M. D. MILLER, President. F. S. BRYANT, Secretary.

Branch Office on the grounds opposite Depot, in charge of CHAS. A. PARKER.

MINNEAPOLIS and ST. LOUIS RAILWAY

AND THE FAMOUS

Albert Lea Route.

TWO THROUGH TRAINS DAILY
FROM ST. PAUL AND MINNEAPOLIS
TO CHICAGO

WITHOUT CHANGE, CONNECTING WITH THE FAS.
TRAINS OF ALL LINES FOR THE

EAST AND SOUTHEAST

The DIRECT and ONLY LINE running THROUGH CARS
between ST. PAUL, MINNEAPOLIS and

DES MOINES, IOWA,
Via ALBERT LEA and FORT DODGE.

Solid Through Trains Between
ST. PAUL, MINNEAPOLIS AND ST. LOUIS,

And the Principal Cities of the MISSISSIPPI VALLEY,
connecting in Union Depot for all points
SOUTH and SOUTHWEST.

MANY HOURS SAVED, and the ONLY LINE running TWO
TRAINS DAILY to KANSAS CITY, LEAVENWORTH, and
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Close Connections made in Union Depot with all trains
of the St. Paul, Minneapolis & Manitoba; Northern Pacific;
St. Paul & Duluth Railways, from and to all points NORTH
and NORTHWEST.

REMEMBER! The Trains of the MINNEAPOLIS & ST.
LOUIS RAILWAY are composed of Comfortable Day Coaches, Magnificent Pullman Sleeping Cars,
Horton Reclining Chair Cars, and our justly celebrated
PALACE DINING CARS.

150 LBS. OF BAGGAGE CHECKED FREE. Fare always as
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call upon the nearest Ticket Agent or write to

E. A. WHITAKER,
Gen'l Ticket and Pass. Agt., Minneapolis, Minn.

No Other Railway in the Northwest

has in so short a period gained the reputation and popularity enjoyed by the **WISCONSIN CENTRAL LINE.** From a comparatively unknown factor in the commercial world, it has been transformed to an independent, influential, grand **Through Route,** with magnificent depots, superb equipment and unsurpassed terminal facilities. Through careful catering to details, it has won for itself a reputation for solidity, safety, convenience and attention to its patrons, second to no railroad in the country. Pullman sleepers, models of palatial comfort, dining cars in which the cuisine and general appointments are up to the highest standard, and coaches especially built for this route, are among the chief elements which have contributed towards catering successfully to a discriminating public. Located directly on its line, between Minneapolis and St. Paul, Milwaukee and Chicago, and Duluth and Milwaukee and Chicago, are the following thriving cities of Wisconsin and Michigan: New Richmond, Chippewa Falls, Eau Claire, Ashland, Hurley, Wis.; Ironwood, Bessemer, Mich.; Stevens Point, Neenah, Menasha, Oshkosh, Fond du Lac, Waukesha, and Burlington, Wis.

For detailed information, lowest current rates, berths, etc., via this route, to any point in the South or East, apply to nearest Ticket Agent, or address

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THE PRINCIPAL LINE BETWEEN THE
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UNITED STATES AND CANADA
CONNECTIONS MADE IN UNION DEPOTS
AT ALL
BUSINESS CENTERS

PEERLESS DINING CARS
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ON ALL THROUGH TRAINS BETWEEN
MINNEAPOLIS, CHICAGO AND ST. LOUIS

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M. S. Ste. M. & A. Ry.	Leave Minneapolis	Arrive Minneapolis
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All trains daily except Sunday. City office, corner
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Two Cords of Wood have been sawed by one man in 9
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Sleepers and Buffet Smoking Cars
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Parlor Chair Cars and Elegant Combination Coaches
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For full information apply at nearest Railroad Ticket
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The St. Paul & Duluth R. R.

THE SHORT LINE TO
LAKE SUPERIOR,

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QUICKEST IN TIME BY OVER 3 HOURS.

3 TRAINS DAILY EACH WAY 3

The "Limited runs daily and consumes only five hours between
the Twin Cities and Duluth, making but Three
Stops en-route.

Close Connection made in Union Depot, Duluth, with
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Avoid Omnibus Transfers by taking This Line.

LOW EXCURSION RATES

WHICH INCLUDES MEALS AND BERTHS ON STEAMERS
Are made via Duluth to all points East reached by lake
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going by lake, or lake and rail, and returning all rail if
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PEPSIN TABLETS FOR DYSPEPSIA

CURES MORE CASES OF DYSPEPSIA THAN ALL OTHER REMEDIES COMBINED.

A prominent physician in Berlin, Germany, has just discovered that Catarrh can readily be cured by **CARL L. JENSEN'S CRYSTAL PEPsin TABLETS**, the famous Dyspepsia remedy. The discovery was accidental. Patients who simultaneously suffered from Dyspepsia and Catarrh were also cured from the latter complaints, thereby proving that perhaps most cases of Catarrh are created by Dyspepsia or Indigestion.—For sale by all reputable druggists.

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Spokane Falls, the metropolis of Eastern Washington, has a water-power more extensive than that of Minneapolis, and is now the trading center of a rich agricultural district and a mining region containing the richest mineral deposits in the United States. Investments in Spokane Falls property, which can now be made at reasonable prices, are absolutely safe and pay enormous returns. We undertake investments for parties at a distance, and invite correspondence.

We have some of the choicest business property in the heart of the city; acre tracts contiguous to the city, and manufacturing sites, with and without water-power, on our lists, and solicit correspondence and inquiry from Eastern parties.

Thousands of acres of choice agricultural land in the Palouse country and the Big Bend, improved and unimproved, at prices ranging from \$5 to \$15 an acre. Plats and prices of Northern Pacific Railroad lands in Eastern Washington and Northern Idaho.

REFERENCES: { Traders National Bank, } Spokane Falls.
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A. A. NEWBERY & CO.,
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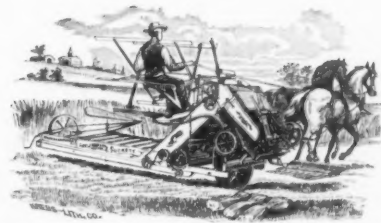
Sole Agents for Oregon, Washington and Northern Idaho for the
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These Machines are too well-known to need comment. Thousand of farmers have used them and speak of them with praise. They are the only Harvesting Machines that will give entire satisfaction to the purchaser.

MILLER'S NEW MODEL VIBRATING THRESHER, PHOENIX STRAW BURNER ENGINE,
 The most effective and successful combination for the Threshing and Cleaning of Grain ever constructed.

BUCKEYE STEEL FRAME TWINE-BINDERS. The features that distinguish this Twine-Binder is the Lightness of Draft combined with its extraordinary Strength and Durability. The Binder is of the Appleby pattern, the only really successful one yet known. We have two styles, the Elevator Binder and the Platform Binder—both excellent—both recommended by hundreds of patrons. Schuttler Farm Wagons, Deere Plows, Deere Sulky Plows, Cook & Co.'s Carriages, Phaetons and Top Buggies, Four-spring Mountain Wagons, Buckboards, Superior Drills and Seeders, Corbin Disc Harrows, Hodges-Haines Headers, Haish Barbed Wire.

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The Crescent Creameries,

MARVIN & CAMMACK, Proprietors.

General Offices: St. Paul and Rochester, Minn.

ANNUAL CAPACITY:

3,000,000 POUNDS

Pure Cream Butter.



Annual Capacity, 1,500,000 lbs.

Pure Fancy Cream Cheese.

Packers of 1,000,000 doz. full weight,
Selected Eggs, annually.

THE CRESCENT CREAMERY BUTTER is manufactured only in our creameries and by the Dry Granular Process, which produces butter that is free from water and churn juices and vastly superior in flavor, grain, texture and general keeping quality to butter made by the ordinary methods. Our location at St. Paul is central. Our side track, storage and icing facilities are unsurpassed, and we are able to ship by direct Refrigerator Routes to all sections without the annoying delays usual when ordering at interior points.

Our PACKAGES are superior to those used by any other creameries. Our packages for holding, or for shipment of butter without refrigeration are perfect and always satisfactory.

Especially attention given to Packing the CALIFORNIA STYLE of Roll Butter, and only Brine-light Galvanized Iron Hooped casks are used in the shipment of this Butter. Our cheeses are made by the English Cheddar Process and are cured by our own modern process which develops flavor and relishable qualities. We are the exclusive packers of the "Crescent Brand" of Eggs, which are packed in white wood cases, and only clean, selected, prime, full-weight eggs are packed under this brand.

THE DRY ATMOSPHERE, PURE WATER and NUTRITIOUS GRASSES of Minnesota enable us to produce the FINEST DAIRY PRODUCTS made in the world. We give special storage facilities to buyers of our products.

Regarding the superior merit of our products we refer by SPECIAL permission, to nearly all the first-class dealers in dairy products, grocers, hotels and dining car lines of the West and Northwest. Special attention given to filling large orders and contracts. Correspondence solicited. OLIPHANT & CUTTING, Factory Agents for Portland, Oregon.

TACOMA, Washington Territory, Western Terminus Northern Pacific R. R.

TACOMA shows the lowest death rate of any city in the Union, and is the best lighted, graded and drained city on the North Pacific Coast.

TACOMA has the finest of educational facilities, and a population of 15,000 law abiding, industrious home winners.

TACOMA is not a "Boom City," but a rapidly growing mercantile and manufacturing center.

TACOMA will ship 10,000,000 bushels of wheat this season and 12,000,000 bushels next fall and winter.

ter. The commerce of the world is safe in our harbor every day in the year.

TACOMA will ship 150,000,000 feet of the best lumber in the world this year. The coal mines tributary are inexhaustible, and mountains of the finest of iron ore are now being worked by experienced and wealthy owners.

TACOMA is not handicapped by any great body of fresh water around its suburbs, to shut off its tributary farming country, but has beautiful and safe

small lakes within thirty minutes drive of the city, where fishing and boating may be enjoyed by any so inclined.

TACOMA has a better foundation for permanent, material prosperity than any city in the United States and the sickly whine which comes from some of her jealous neighbors will develop into a wail of despair as they note Tacoma's daily growing supremacy, by virtue of inherent merit and determination to utilize her advantages.

To all of which we subscribe ourselves,

Yours truly,

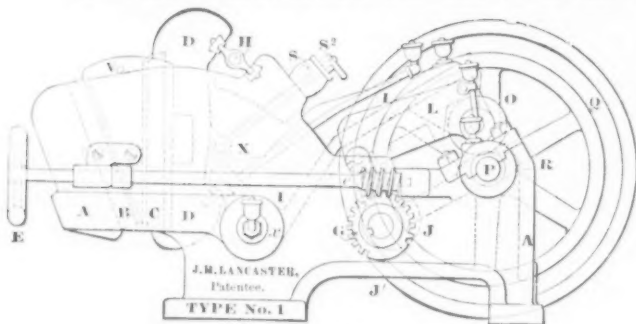
REAL ESTATE AGENTS, 115 South Tenth Street.

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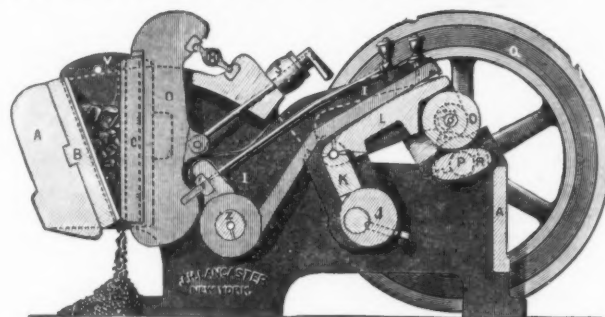
Tacoma, W. T.

The "Lancaster" Rock Breakers and Ore Crushers.

THE NEWEST, MOST SIMPLE, RAPID AND THE ONLY EFFICIENT SYSTEM EXTANT.



ELEVATION



TYPE NO. 1 LONGITUDINAL SECTION.

THESE NOVEL MACHINES ARE DESIGNED to fill the most exacting requirements for rapid action and yielding a uniform product. They have fewer parts and simpler adjustments than any other Rock Breakers or Crushers heretofore extant. They are specially adapted for crushing all kinds of rock, ore, slag, corundum, cement, flint, trap, road metal, gannister, quartz, pyrites, emery stone, coprolites, etc. The "Lancaster" Crushers are instantly adjusted to produce any required size of fineness of uniform product and this can be instantly done by any unskilled hand.

THERE ARE TWO DISTINCT MEANS of adjustment, which are illustrated herewith and known respectively as Types No. 1 and 2. In all other features and qualifications they exactly resemble each other. The prices differ somewhat but both types of machines are warranted to be perfect in every respect. Comparative tests with other makers' machines are invited.

THE WHOLE FORWARD movement of the jaw in both types of machines is completed by, at most, one-fourth the revolution of the cam, so that the quick and powerful motion of the jaw resembles a KNAPPING OR HAMMER-LIKE BLOW, more than can be got by any other Rock-breaker, all others being worked from either an eccentric or crank shaft.

NEITHER MACHINE NEED ONLY RUN AT HALF THE SPEED of any other makers' Rock Breaker to do the same amount of work, OR IF RUN AT THE SAME SPEED, will do nearly twice the amount of work in corresponding time. Conveyors, elevators and rotary screens may be readily fitted, and either types of the Crushers may also be made portable or in sections if desired.

The "Lancaster" Rock Breaking and Crushing Machines will successfully break and crush the hardest and most refractory substances as well also as softer minerals, and may be operated by hand, horse-gear, steam, water, wind-mill, or other available power.

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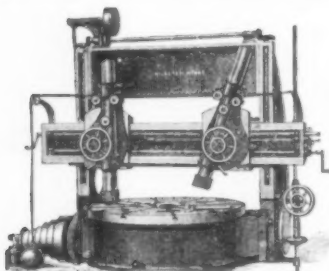
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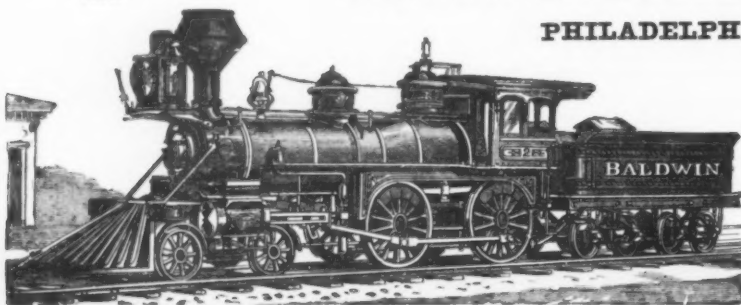
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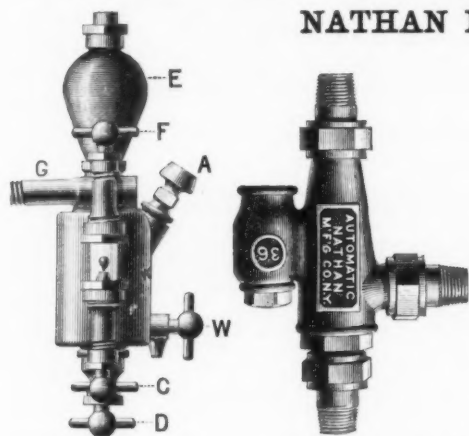
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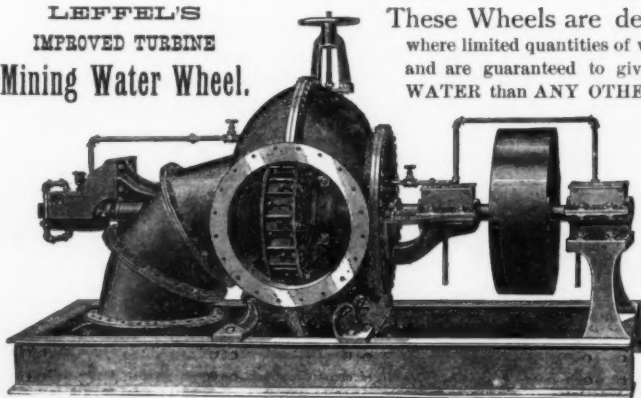
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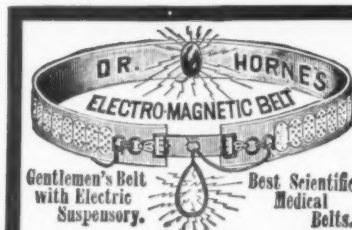
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Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

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A rebate of the full price of a "One Way Ticket" or one-half of the price of a "Round Trip Ticket" from St. Paul, Minneapolis, Duluth or Superior to stations on the Northern Pacific Railroad in MINNESOTA AND NORTH DAKOTA may be applied in part-payment for 160 acres or more of the company's land in MINNESOTA and DAKOTA, bought by and in the name of the purchaser of the ticket and within forty days from the date of the ticket. To secure the rebate the certificate printed on the ticket must be delivered to the General Land Agent at St. Paul, at the time of purchase of land and within the time specified above.

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TOWNS IN WESTERN LAND DISTRICT ON MAIN LINE N. P. R. R.

WASHINGTON TERRITORY AND IDAHO—Tacoma (the western terminus of the Northern Pacific Railroad), Spokane Falls (U. S. Land Office), Cheney, Sprague, Harrison, Ritzville, Pataha, North Yakima, Ainsworth, Rathdrum, Trent.

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The man who stoops to pick up a cent often ruins half a dollar's worth of suspenders.

Why is a dead nigger like a candidate in the back-ground? Because he is a dark corse.

"Say, Jim, if a fellow took sulphuric acid what would you give him?" "I'd give him up."—*Harvard Lampoon.*

"Do hogs pay?" asks an agricultural exchange. "As a rule they don't pay if they can avoid it."—*Lowell Courier.*

Visitor—"Have you a dumb waiter in the house?" Lady of the house: "No; but we've got the dumbest hired girl you ever saw."

Dogs are not allowed to pick their company. That is why you often see a seventy-five-dollar dog out walking with a fifteen-cent man.

"What's your business?" "I feed the lions in a menagerie." "Must be dreary work." "On the contrary, it's very funny. They keep the table in a roar."

JUDGING FROM THE OUTSIDE.—Tramp: "Will the gentleman give a trifle to a poor man?" Gentleman: "How do I know that you are a poor man?" Tramp: "How do I know you are a gentleman? It's only by the outside that either of us can judge the other."—*Texas Siftings.*



THAT ANCIENT PIANO JUST OVER THE WAY:

"Have pity upon me, have pity upon me, oh ye my friends."—*Job 19, xxi.*

Don't try if you are an ordinary man to occupy two seats in a crowded horse-car. Only women can do that and look as innocent as a lily-of-the-valley all the while.

She (single of course)—"Even the birds seem to be happier running in couples."

He (a bachelor, suddenly remembering it is leap year)—"Yes, miss, but they are geese, and know no better."—*Life.*

Clerk—"I worked off some of that packed butter today." Grocer—"Indeed! Whom did you send it to?" Clerk—"Mrs. Blank, around on Dash Street." Grocer—"Great guns! Why, I board with her."—*Detroit Free Press.*

Judge (to officer—a Celt)—"Are you sure, sir that the prisoner was drunk?"

Officer—"Is it dhrunk, yer honor? Shure af he ud schpoken through the tilphone the brith uv 'im ud av med the poles stagger."

The latest "fad" of the fair sex in Nebraska is a hair album in which they place locks of hair from the heads of their friends of the other sex. They probably got this fashion from the wild Indians of the West, who have always been famous for collecting scalp locks.

HOW HE EXPRESSED HIS LOVE.—"James, do you love your sister?" "Yes, pa." "Well, show me how you love her." The boy stood still, not knowing what to do. "James, how do I express my love for your mother?" "Oh, you now and then give her some money, but I ain't got any."

THE MODERN BOSTON PREACHER.—"Let's see, where do you attend church now?" "I go now to the Sixteenth Denominational Church." "Do you? And how do you like it?" "Ever so much. We have delightful social

parties every week, and then you should see what a splendid kitchen we have!" "And what kind of a preacher is Mr. Selah?" "H'm! Well, fact is I've never heard him preach, but he's a real pleasant man to meet, and a splendid man to get up games, amateur theatricals and such things."—*Boston Transcript.*

NOT WITHOUT HOPE.—"I never can be more than a sister to you," said a boxum widow tenderly to an old bachelor who had proposed. "Ah, madam, yes you can," he responded gallantly. "I am not a man who loses hope." "But," he said, "you have daughters; you may yet be my mother-in-law."—*Washington Critic.*

NO ROSE WITHOUT A THORN.

'Tis happiness to lie awake
And watch the coming dawn
That silently proclaims to all,
"Another day is born."

But with the rose there is a thorn,
Which makes a man grow thin:
It is to hear, "There, John, get up
And let the milkman in."

Indignant Physician—"Man, what have you done? You sent my patient the wrong prescription, and it killed him." Druggist, a calm man, accustomed to abuse: "Well, what was the madder mit you? Last week I send your odder patient der right berscription, und dot killed him. How can somebody please sooch a man?"—*Burdette.*

ALTOGETHER TOO RISKY.—She: "I cannot marry you, George, but I will always be a sister to you." He: "Always?" She: "Yes; always." He: "You are very kind, but I'm afraid it wouldn't do. The man you marry might object to it and make things disagreeable for both of us. I know I wouldn't like to have my wife playing the role of sister to an old beau of hers. Indeed I should decidedly object to her having any brothers of that kind. You can be a sort of second cousin to me or something like that, but a sister is out of the question; it is too risky, altogether too risky."—*Boston Courier.*

"Didn't I order molasses?" she shouted to the grocer through the telephone yesterday.

"Yes'm."

"And you sent me vinegar?"

"Yes'm, so I did. We are out of molasses and won't have any until Thursday. Try and make the vinegar answer for a few days."

And as he hung up the trumpet he growled to himself:

"Some people are getting so particular that nothing will suit them."

THE AVENGING DEITIES.—Uncle Mose, accompanied by Jim Webster, went to Schaumburg's store and asked the proprietor to contribute a few dollars toward repairing the roof of the Austin Blue Light Tabernacle. "Schoost git out of here, you plack niggers. I wants noddings to do mit you," replied Schaumburg, picking up a weight. As soon as they got into the street Uncle Mose said to Jim Webster: "De Lord should punish datar white man for his wickedness." "He hab done punished him," chuckled the other. "As I was passin' out de doah I lifted a pa'r o' boots wuff five dollars."—*Texas Siftings.*

A GOOD JOB.—"Mamma," said Flossie, who was admiring herself in the glass, "did God make me?" "Yes, dear," replied mamma. "Well, was Flossie's dictum, after a pause, "he needn't be ashamed of it."—*Life.*

ROMANCE AND REALITY.—"Oh, my darling, your voice is as musical to me as a vesper bell, whose tones fall softly on the perfumed evening air. Speak again, and say those words, my beloved, for I could listen to your voice until the stars are extinguished in the everlasting night." Six months after marriage: "I have had just about enough of your clapper, old woman, and if you don't shut up I'll leave the house."

Omaha Merchant—"See here, I gave you a Waterbury watch for a Christmas present and told you never to be late at your post again?"

Tardy cash boy—"Yessir."

"Do you wind it every morning when you get up, as I told you?"

"Yessir."

"Then what made you so late this morning?"

"Winding it."

"How old was Noah when he died?" asked a butcher of one of the negro white washers on the market. "Now, you stop right dar?" was the emphatic reply. "Why, Josiah, what's the matter with you?" "I'ze had 'sperience, sah—dat's whata de matter with me." "How!" "Just got fru sarving a sentence of thirty days in de work house kase I couldn't agree wid de ole woman whether King Solomon had red or black hair. Doan' want no mo' Bible talk fur six months, sah—not a talk."

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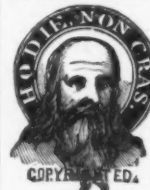
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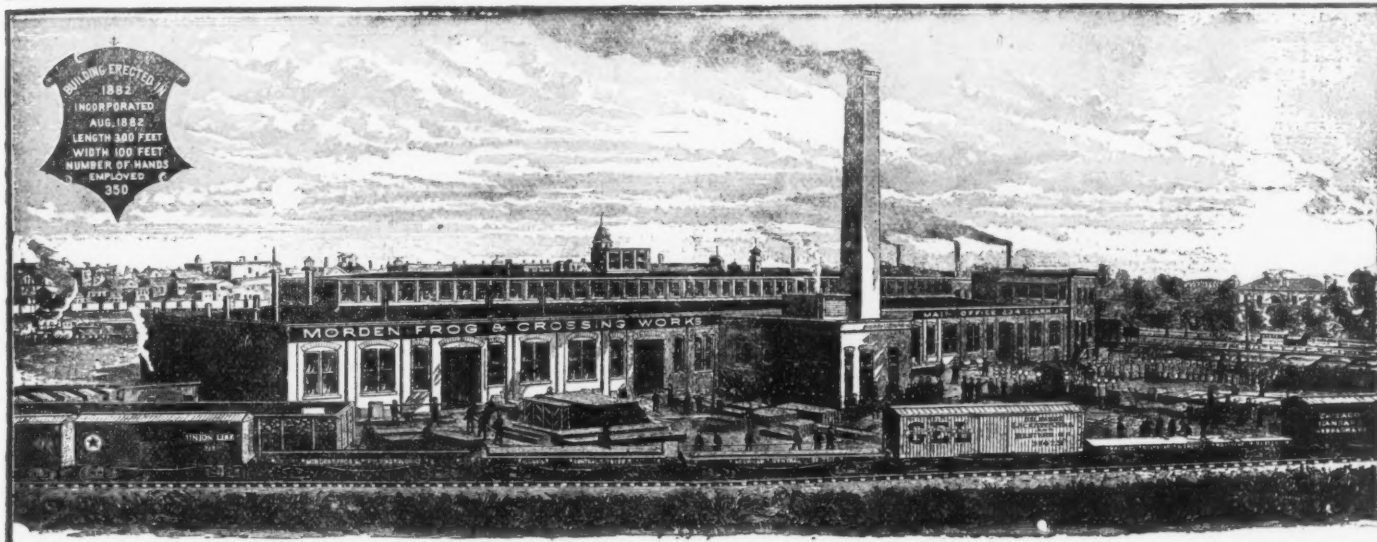
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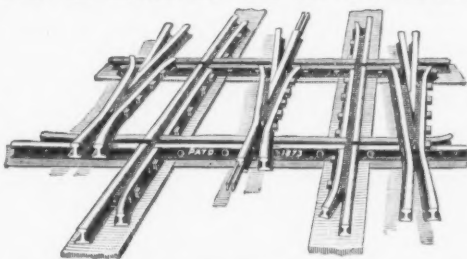
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